MICROFILM

START OF ROLL

ROLL NO.

133

Construction Contracts

Begins # 6988

26-1625	Powell Valley Rd.-Palmquist Rd. Sec., Mt. Hood Hwy.	1967
#6988	(Illumination)	

C+A 3272

RECEIVED
APR 29 1968
FOR FILE

26-1625
6988

April 29, 1968

The Aetna Casualty & Surety Co.
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

Gentlemen:

A post-final payment for $30 will be made to Olson Electric Company, Inc., on Contract No. 6988 for illumination installation on the Powell Valley Road-Palmquist Road Section of the Mt. Hood Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $13,691, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Olson Electric Company, Inc.
710 West 8th Street
Vancouver, Washington 98660

Updegraff Insurance, Inc.
776 Commercial SE
Salem, Oregon

bc C. H. Maison
Attn: John Herr

MAY 15 1968

36-1625
6499

#3

April 24, 1968

Olson Electric Company, Inc.
710 West 8th Street
Vancouver, Washington 98660

Gentlemen:

The State Highway Commission at its meeting on April 23 considered your request for an extension of time on Contract No. 6988 for illumination installation on the Powell Valley Road-Palmquist Road Section of the Mt. Hood Highway in Multnomah County.

After careful consideration, the Commission granted you a one-day extension of time.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. W. Rulien
J. K. Wilson
L. H. Young
Ivan Merchant
C. H. Maison

Olson ELECTRIC COMPANY, Inc.

ELECTRICAL CONTRACTORS

Vancouver 694-1551 - Portland 285-2027
POST OFFICE BOX 830
VANCOUVER, WASH. 98660

February 9, 1968

Oregon State Highway Department
Salem, Oregon

Re; Powell Valley Road-Palmquist Road Illumination Installation
Contract No. 6988

Gentlemen:

8-8 page 60

The beginning of the project was delayed because the anchor bolts were not shipped when promised. When we followed up, we found that Sparks Fasteners Co. would not process the order because the steel test reports had not been received from Hrubetz & Bushnell. After several telephone calls, the report was located and forwarded and the order processed promptly.

On July 26, the inspector stopped us from pouring the bases when the concrete was on the way to the job; the reason being that he did not think the elbows installed in the bases were hot dipped galvanized. It was later proven that they were, but we lost one day because of this delay. J.X. Wilson had been on the job site and inspected for pouring on July 25.

Mr. Wilson indicated that if we had the system energized by the deadline, the cleanup time would not be charged against us. The system was energized on time but the power company neglected to connect the transformer neutral to give us the 240V-480V required to operate the photo cell. This was corrected and lights were properly operating before our foreman left the job on August 15, 1967. Two days were used subsequent to this for cleanup.

RECEIVED
APR 1 - 1968
FOR FILE

26-1625

6988

March 29, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 3
April 16, 1968 meeting

Gentlemen:

Olson Electric Company, Inc., contractor for the construction of the Powell Valley Road-Palmquist Road Section illumination on the Mt. Hood Highway in Multnomah County, Contract No. 6988, has requested that he be granted an additional five calendar days in which to complete the work without assessment of liquidated damages. The contractor cites delay in delivery of materials, delays caused by the State's inspector, and days charged after the system was energized as his reasons for failure to complete the work on time.

The contract allotted 120 calendar days to complete the work. One hundred and twenty-five days were charged through to completion of the work.

The contractor's operations were delayed one day by the State in checking adequacy of certain materials the contractor had furnished. The two additional items cited as cause for delay were due to conditions within the control of the contractor.

The conditions stated above warrant an increase of one day without assessment of liquidated damages.

I recommend that the contractor be granted one day without assessment of liquidated damages and that he be assessed $120 liquidated damages for the remaining four days consumed.

This matter will be on the agenda for your consideration at the April 16 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
L. W. Rulien

Enclosure

CAG:jf jes

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6988 Contractor Olsen Electric Co., Inc.

Highway Mt. Hood

Section Powell Valley Rd. - Palmquist Rd.

Kind of Work Illumination Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~GRANTED~~. The reasons for such recommendation are as follows:

~~Reasons stated in Contractor's request are not reasons for an extension without assessments of liquidated damages within the language of the contract specifications.~~

Grant one day without assessment of liquidated damages account delays occasioned by State. Assess liquidated damages, $120.00, four days remaining four days consumed.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAR 1 - 1968
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

Recommended for Approval:

Allan C Hanson
Asst Division Engineer

Isaac V Marchant
~~Construction Engineer or~~ Bridge Engineer

Tom Price
Asst. State Highway Engineer

Contract No. 6988

Project designation State (State-Federal)

Date awarded 4-3-67

Work started 7-21-67

Per cent completed 100% 8-17-67 (Date)

No. of Workdays Allowed 120 Calendar Days

No. of Workdays Used 125 Calendar Days

No. of Added Workdays Requested 5

SP*6206-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ Calendar Days
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 9, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar Days from 120 days to 125 days, within which to complete our Contract No. 6988, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~workdays~~ Calendar Days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

as per attached.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 15 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Respectfully submitted,

OLSEN ELECTRIC COMPANY, INC.
Contractor

By Joe Olsen
Joe Olsen, General Manager

CONSENT OF SURETY

Date February 13, 1968

We, The Ætna Casualty And Surety Company

, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of ~~workdays~~, and hereby agree to remain fully bound as surety in all respects as if the number of ~~workdays~~ remained as stipulated in the original agreement.

Kenneth C. Kraig, Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
NOV 20 1967
FOR FILING

26-1625

6988

November 17, 1967

Aetna Casualty & Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

Contract No. 6988 awarded to Olson Electric Company, Inc., for illumination installation on the Powell Valley Road-Palmquist Road Section of the Mt. Hood Highway in Multnomah County was completed on August 17, 1967, and accepted by the Highway Commission on November 16, 1967.

Final payment in the amount of $2,612.20 will be released to the contractor after November 27, 1967. The total contract amount is $13,661.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Olson Electric Company, Inc.
710 W. 8th Street
Vancouver, Washington 98660

Updegraff Insurance Inc.
776 Commercial SE
Salem, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

FORMED
NOV 17 1967
FOR FILING

26-1625
6988

November 16, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 17, 1967, on Contract No. 6988. The contract was with Olson Electric Company, Inc., and was for illumination installation on the Powell Valley Road-Palmquist Road Section of the Mount Hood Highway in Multnomah County.

As the contractor has completed all work according to specifications, we recommend that you accept the project effective November 16, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, we may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Muery
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
L. W. Rulien

srb fn

26-1625

C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Powell Valley Road-Palmquist Road		WEEK ENDING: August 26, 1967
		SECTION PREFIX: 26-1625
HIGHWAY: Mt. Hood		COUNTY: Multnomah
NAME OF JOB: Powell Valley Rd.-Palmquist Rd.	KIND OF WORK: Illumination Installation	
CONTRACTOR: Olson Electric Company, Inc.	CONTRACT NUMBER: 6988	FEDERAL AID PROJECT NUMBER: State
DATE OF ~~Contract~~ Award: April 3, 1967	DATE WORK STARTED: July 21, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: None SUPERVISION: None	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS: 120	WORK DAYS USED CALENDAR DAYS USED: 125
PROJECT AUTHORIZATION: $ 15,534.37	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 104%
EXCLUSIVE OF ENGINEERING: $ 14,429.49	ENGINEERING AUTHORIZATION: $ 1,104.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 13,811.00	ENGINEERING COST TO DATE: $ 1,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~Excess~~ UNDERRUN . . . . . 4 %	PERCENT OF AUTHORIZATION . . . 145 %	DATE PROJECT WAS COMPLETED: August 17, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
August 20 SUNDAY	Fair	0		Project Complete
MONDAY 21	Fair	0		
TUESDAY 22	Fair	0		
WEDNESDAY 23	Fair	0		
THURSDAY 24	Fair	0		
FRIDAY 25	Fair			
SATURDAY 26				

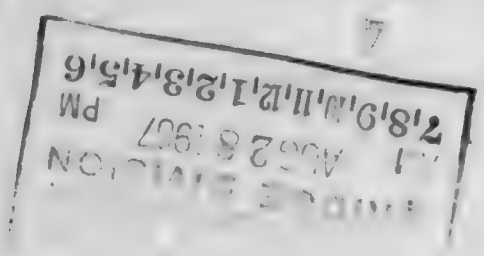
Routing E

RECEIVED
CONSTRUCTION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
August SUNDAY 20	No activity all week, project complete.
MONDAY 21	
TUESDAY 22	
WEDNESDAY 23	
THURSDAY 24	
FRIDAY 25	
SATURDAY 26	

REMARKS

Project is complete. Final acceptance of luminaires subject to approval of distribution curves. This will be the concluding weekly report.



SIGNED ~~Charles Lobaugh, Assistant~~ Resident Engineer Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
APR 5 - 1967
FOR FILING
26-1625
6988

April 4, 1967

Olson Electric Company, Inc.
710 W. 8th St.
Vancouver, Washington 98660

Gentlemen:

Enclosed are three copies of Contract No. 6988 for $13,811.00 awarded to you by the State Highway Commission on April 3, 1967. This contract is for illumination installation on the Powell Valley Road-Palmquist Road Section of the Mt. Hood Highway in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 15, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures
bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
Division Engineer - L. W. Rulien
J. X. Wilson

MAR 7 - 1967
FOR FILE

26-1625

6988

AGENDA
4P

February 9, 1967

Board of County Commissioners
Multnomah County Courthouse
Portland, Oregon 97204

MISC. CONTRACTS and
AGREEMENTS No. 3272

5351

Gentlemen:

We are enclosing for your files a fully executed copy of an agreement concerning the installation of lights at the intersection of the old and new alignments of the Mt. Hood Highway, east of Gresham, in Multnomah County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: F. B. Crandall
(Xerox Copy)

RECEIVED
JAN 30 1967
FOR FILING

26-1625
6988

January 27, 1967

Oregon State Highway Commission

Gentlemen:

Since opening of the new section of the Mount Hood Highway between Sandy and Gresham in Multnomah County, we have had a problem in the channelization where the new route diverges from the old approximately one and one-half miles east of Gresham. Most of the trouble occurs at night and we find we must install lighting to make the channelization safe.

We have negotiated an agreement with Multnomah County wherein it will assume the cost of the electrical energy. The installation is estimated to cost $10,000 and will be taken care of by the State from Minor Betterment Funds, with the maintenance of the installation to be a responsibility of the State.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
L. H. Young
C. H. Maison
H. S. Cox
L. W. Rulien

TE:ja fn

330-1724 Widening the E. Birch Cr. Bridge on West Main St. in Pilot Rock 1967

#6989

CAA 5258

NOTED
H. S. COX

SCA

OREGON STATE HIGHWAY DEPARTMENT Date March 15, 1968

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1967

Contract # 6989 Prefix 330-172L Survey Prefix 330-1L73

Street West Main (East Birch Creek Bridge)

City Pilot Rock

Payments to Contractor..(See attached voucher.)	$ 22,649.71
Engineering and Contingencies.....	2,574.06
*Survey... Total: $ 1,119.28 Pro-rata Share.....	10.20
TOTAL.....	$ 25,233.97
Agreed State Share	25,000.00
Agreed City Share	$ 233.97
City Advance Deposit	$ —
AMOUNT DUE STATE	$ 233.97

Reference: Outside Billing 66-1120

NOTED
HAROLD
REYNOLDSON

*~~Construction costs over $25,000 = $223.77~~ / ~~Construction costs = $25,223.77~~ X $1,119.28 = $10.20

Preliminary Engineering charged to project = $10.20

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

RU:mm

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63) Ⓟ •

COUNTY: UMATILLA

CONTRACT NO.: 6989

ESTIMATE: 5

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: PILOT ROCK /E BIRCH CREEK BRIDGE

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO
001	REMOVAL WORK	LUMP SUM	1,000.0000	1
002	SHORING CRIBBING ETC	LUMP SUM	2,500.0000	1
003	STRUCTURAL EXCAVATION	CU YDS	10.0000	140
005	CLASS A CONCRETE	LUMP SUM	6,190.0000	1
006	4FT X 40FT / 45FT PRESTR CONCRETE SLAB	ONLY	1,450.0000	5
007	METAL REINFORCEMENT	LUMP SUM	1,550.0000	1
008	CLASS B ASPHALT CONCRETE	TONS	25.0000	27
6005J	CLASS A CONCRETE ADJ	CU YD	91.0300-	1
	FORCE ACCOUNT ITEMS			
801 F	RAISE ABUTMENT WALLS			
802 F	CATCH BASINS			

DATE: 02/16/68 6989

PREVIOUS VOUCHER NO.:

CHECKED BY: AW/mo

ENGINEER OR AUDITOR: G.B. Abernathy

TOTAL CONTRACT ITEM

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMENT

	CONTRACT NO. 6989	ESTIMATE NO. 5 PF	PREFIX NO'S 330-1724-201 (41) 2,301.63 Dr.
	FEDERAL AID PROJECT NO.		

RCH CREEK BRIDGE

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
UMP SUM	1,000.0000	1.000	1,000.00	1,000.00	
UMP SUM	2,500.0000	1.000	2,500.00	2,500.00	
U YDS	10.0000	140.400	1,404.00	1,404.00	
UMP SUM	6,190.0000	1.000	6,190.00	6,190.00	
NLY	1,450.0000	5.000	7,250.00	7,250.00	
UMP SUM	1,550.0000	1.000	1,550.00	1,550.00	
ONS	25.0000	27.885	697.13	697.13	
U YD	91.0300-	1.550	-141.10-	243.05-	101.95
			1,490.57		1,490.57
			709.11		709.11

OREGON STATE
HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 94510

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-26-68	# 3150	

CREDIT DISTRIBUTION

330-17[illegible]-[illegible]

NOTED
H. S. COX

- City of Pilot Rock
- City Hall
- Pilot Rock, Oregon 97868

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn: Bud Coen, City Recorder			
Final Billing: Special City Allotment bridge project on West Main Street, Contract [illegible]. Covered by agreement dated February 19, 1967.			
As per attached statement:			
Final cost		$5,733.97	
Agreed State share		$5,000.00	
Amount Due			733.97

NOTED
R. H. PRANGE

ACKNOWLEDGMENT OF [illegible] REQUEST

Cash received [illegible]

By _____

RECEIVED
MAR 15 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
MANOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
HAROLD REYNOLDSON

NOTED
DON [illegible]

RECEIVED
FEB 23 1968
FOR FILING
330-1724
6711

February 23, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $2,301.63 will be made to Merlin R. Stam on Contract No. 6289 for construction of the East Birch Creek Bridge in Pilot Rock in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $22,649.71 including the post-final payment. Of the total $2,199.68 is for force account work.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Merlin R. Stam
1974 Pierce Street
Eugene, Oregon 97405

C. H. Maison
Attn: John Herr

RECEIVED
OCT 23 1967
FOR FILING

330-1724
6989

October 20, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6989 awarded to Merlin R. Stam for construction of the East Birch Creek Bridge in the City of Pilot Rock in Umatilla County was completed on July 14, 1967, and accepted by the Highway Commission on October 19, 1967.

Final payment in the amount of $1,072.00 will be released to the contractor after October 27, 1967. The total contract amount is $20,348.08 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Mr. Merlin R. Stam
1974 Pierce Street
Eugene, Oregon 97405

L. H. Young
C. H. Maison
Attn: John Herr

Surety letter written 10-20-67

OCT 19 1967
FOR FILING
330-1724
6989

October 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 14, 1967, on Contract No. 6989. The contract was with Merlin R. Stam and was for construction of the East Birch Creek Bridge in the city of Pilot Rock in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 19, 1967, and that you concur in this procedure at the October 31 meeting.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
Ivan Merchant
L. H. Young
A. F. Parson

srb fn

330-1724 C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Pilot Rock (E. Birch Creek Bridge)		WEEK ENDING: August 25, 1967
		SECTION PREFIX: 330-1724
HIGHWAY: City Street		COUNTY: Umatilla
NAME OF JOB: East Birch Creek Bridge Widening	KIND OF WORK: Structure	
CONTRACTOR: Merlin R. Stam, 1974 Pierce St., Eugene, Oregon	CONTRACT NUMBER: 6989	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 3, 1967	DATE WORK STARTED: April 17, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 91
PROJECT AUTHORIZATION: $ 24,120.00	SPECIFIED COMPLETION DATE: August 12, 1967	PERCENT OF TIME ELAPSED: 75.8
EXCLUSIVE OF ENGINEERING: $ 22,404.80	ENGINEERING AUTHORIZATION: $ 1,715.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ [illegible]	ENGINEERING COST TO DATE: $ [illegible]	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: [illegible] 0.0 [illegible]	PERCENT OF AUTHORIZATION: 140 [illegible]	DATE PROJECT WAS COMPLETED: July 14, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2561A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Fair	No		Contract completed July 14, 1967
MONDAY 21	Fair	"		" " " " " " Decker " " " " " " Bond " " " " " " Barbee " " " " " " Walker " " " " " " Glenn " " " " " " Swan " " " " " " [illegible]
TUESDAY 22	Fair	"		
WEDNESDAY 23	Fair	"		
THURSDAY 24	Fair	"		
FRIDAY 25	Fair	"		
SATURDAY 26	Fair	"		" " " " " "

Merlin " " " " " " Peters " " " " " " Monstock " " " " " " [illegible] " " " " " " Scott " " " " " " Wilks " " " " " " Litchfield " " " " " " Olson

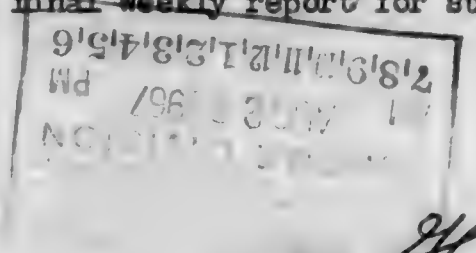
RECEIVED
AUG 1967
CONSTRUCTION DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 20	No Job Activity
MONDAY 21	No Job Activity
TUESDAY 22	No Job Activity
23 WEDNESDAY	No Job Activity
24 THURSDAY	No Job Activity
FRIDAY 25	No Job Activity
SATURDAY 19	No Job Activity

REMARKS

Status: Contract completed July 14, 1967
Semi-final estimate submitted today, August 25, 1967 as per Division Office instructions. Contractor has not yet submitted Force Account billings for E.W.O. numbers 1, and 2.
This will be the ~~final weekly~~ report for subject contract.



SIGNED Glenn D. Abernathy LOCATION Hermiston
Glenn D. Abernathy Res. Br. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SCA

CON LAG 273 6-29-67 345PM

MERCHANT

NOTED
H. S. COX

INFO - COX

CITY OF PILOT ROCK IS NOW REQUESTING H THAT THE TWO DRAINS REQUIRED AS A RESULT OF THE EAST BIRCH CREEK BRIDGE REVISION, CONTRACT NUMBER YOI 5989 BE INCLUDED IN EXTRA WORK FOR BRIDGE REVISION. ESTIMATED COST $300. RECOMMEND WE DO THIS WAY. CITY WILL HAVE TO COME UP WITH EXCESS. BEYOND $25,000 TOTAL PROJECT COST. CITY NOT WELL EQUIPPED TO DO THIS WORK.

SHIRLEY
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88.

RECEIVED
JUN 29 1967
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COUNTY &
DIVISION

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JUN 29 1967
DIVISION

NOTED
RICHARD UNREIN

NOTED
MANAGER OF WORKS

NOTED

RECEIVED
APR 5 - 1967
FOR FILING
330-1724
6989

April 4, 1967

Mr. Merlin R. Stan
1974 Pierce Street
Eugene, Oregon 97405

Dear Mr. Stan:

Enclosed are three copies of Contract No. 6989 for $21,440.00 awarded to you by the State Highway Commission on April 3, 1967. This contract is for construction of the E. Birch Cr. Bridge in Pilot Rock in Umatilla County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 15, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
A. F. Parson
Glen Abernathy

PILOT ROCK (E. BIRCH CR. BRIDGE) SECTION

CITY STREET

UMATILLA COUNTY

State Project
Bridge Widening

			Bids Received March 23, 1967	
1.	All Required	Removal Work		$ 2,000.00
2.	All Required	Shoring, Cribbing, etc.		2,000.00
3.	220 cu.yds.	Structural Excavation	$ 10.00	2,200.00
4.	20 cu.yds.	Structural Excavation Below Elevations Shown	12.00	240.00
5.	All Required	Class "A" Concrete		6,800.00
6.	5 only	4' x 40'/45' Prestressed Concrete Slab	1,000.00	5,000.00
7.	All Required	Metal Reinforcement		1,500.00
8.	22 tons	Class "B" Asphalt Concrete	20.00	440.00
		For Comparison of Bids		$20,180.00 ~~20,440.00~~ 21 440.00

69. OVER

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	21,440.00 $20,180.00	~~20,220.00~~
Anticipated Additional Items: None		
Engr. & Cont. (12½%)	21,440.00 $20,180.00 2,680.00 2,522.50	~~2,527.50~~
Estimated Net Authorization, Constr.	24,120.00 $22,702.50	~~22,747.50~~

SCA

CITY OF PILOT ROCK
PILOT ROCK, OREGON

13 March 67

East Birch CR. BR. Widening
Main St. - Pilot Rock ORE.
Umatilla County
Fed No. 2561A
Dwg. No. 22766

H. S. Cox

County and City Engineer

Oregon State Highway Dept.

Dear Mr. Cox:

At a regular Council meeting on the sixth of March, the Council officially approved the preliminary plans for the 1967 Special City Allotment bridge widening project over East Birch Creek on Main Street.

The signed copy of the plans was mailed your office about the 23rd. of February.

Yours Truly

Bud E. Coon

Bud E. Coon

City Recorder.

NOTED
H. S. COX
Copy To: T. C. ROAKE

RECEIVED
MAR 14 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Pilot Rock (E. Birch Co. Bridge) Section

Structure

NOTED
H. S. COX
2-20-67

NOTED
RICHARD UNREIN

No	Item	Quantity	Price	Amount
1	Removal of Miscellaneous Concrete and Masonry	All Req'd		2,000
2	Shoring, Grubbing, Etc.	All Req'd		2,000
3	Structural Excavation	220 cu Yds	10 -	2,200
4	" " Below Elevations Shown	20 cu Yds	12 -	240
5	Class "A" Concrete (68 cy @ $100)	All Req'd		6800
6	4' x 40'/45' Prestressed Concrete Slab	5 Only	1000 -	5000
7	Metal Reinforcement (19,000 @ 15¢)	All Req'd		1500
8	Class "B" Asphalt Concrete	22 Tons	20 -	440
		Total		~~$18,000~~ 20,180
		Ante Add Items		
				20,180
		Total		~~18,200~~ -
		12½% Etc		2,522 50 ~~2,226~~ -
		Total		~~$20,475~~ - 22,702 50

2/20/67
as corrected by
John Day of Specs

RECEIVED
FEB 20 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED

RECEIVED
FEB 15 1967
FOR FILE

350-1724

6489

February 15, 1967

MISC. CONTRACTS and AGREEMENTS No. 3355

City of Pilot Rock
City Hall
Pilot Rock, Oregon

Gentlemen:

We are enclosing for your files a fully executed copy of a special street fund agreement with the City of Pilot Rock in Umatilla County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Fully executed copy)

NOTED
H. S. COX

5cA

NOTED
RICHARD UNREIN
Prefix No. 330-1473

1-16-67

ADDENDUM "A" TO LOCATION PROSPECTUS
WEST MAIN STREET BRIDGE SECTION
WEST MAIN STREET, PILOT ROCK
UMATILLA COUNTY

The following addendum is submitted to revise and correct the location prospectus on the West Main Street Bridge Section, a street in the city of Pilot Rock.

PARAGRAPH 1 THROUGH 3: Correct as per original prospectus.

PARAGRAPH 4: Delete the fifth sentence which reads: "Pilot Rock will construct the approaches."

PARAGRAPH 5 THROUGH 8: Correct as per original prospectus.

January 16, 1967

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

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JAN 16 1967
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DON HARWELL

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COUNTY & CITY DIVISION

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H. S. COX

Prefix No. 330-1473

LOCATION PROSPECTUS
WEST MAIN STREET BRIDGE SECTION
WEST MAIN STREET, PILOT ROCK
UMATILLA COUNTY

NOTED
RICHARD UNREIN

1-11-67

HIGHWAY: West Main Street, not on Federal-aid or State system.

NOTED
MINOR C. HOLMES

TERMINI: Structure site is where West Main Street crosses Birch Creek.

PROGRAM: 1967 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the widening of the existing bridge. Reconnaissance will not be necessary. Soils investigations will be conducted. An economic analysis is not needed. ~~Pilot Rock will construct the approaches~~. The street can be closed during construction.

CHARACTERISTICS: There is no traffic data available on this section.

TYPICAL SECTION: Existing 70 feet curb to curb section, ~~City to construct approaches~~.

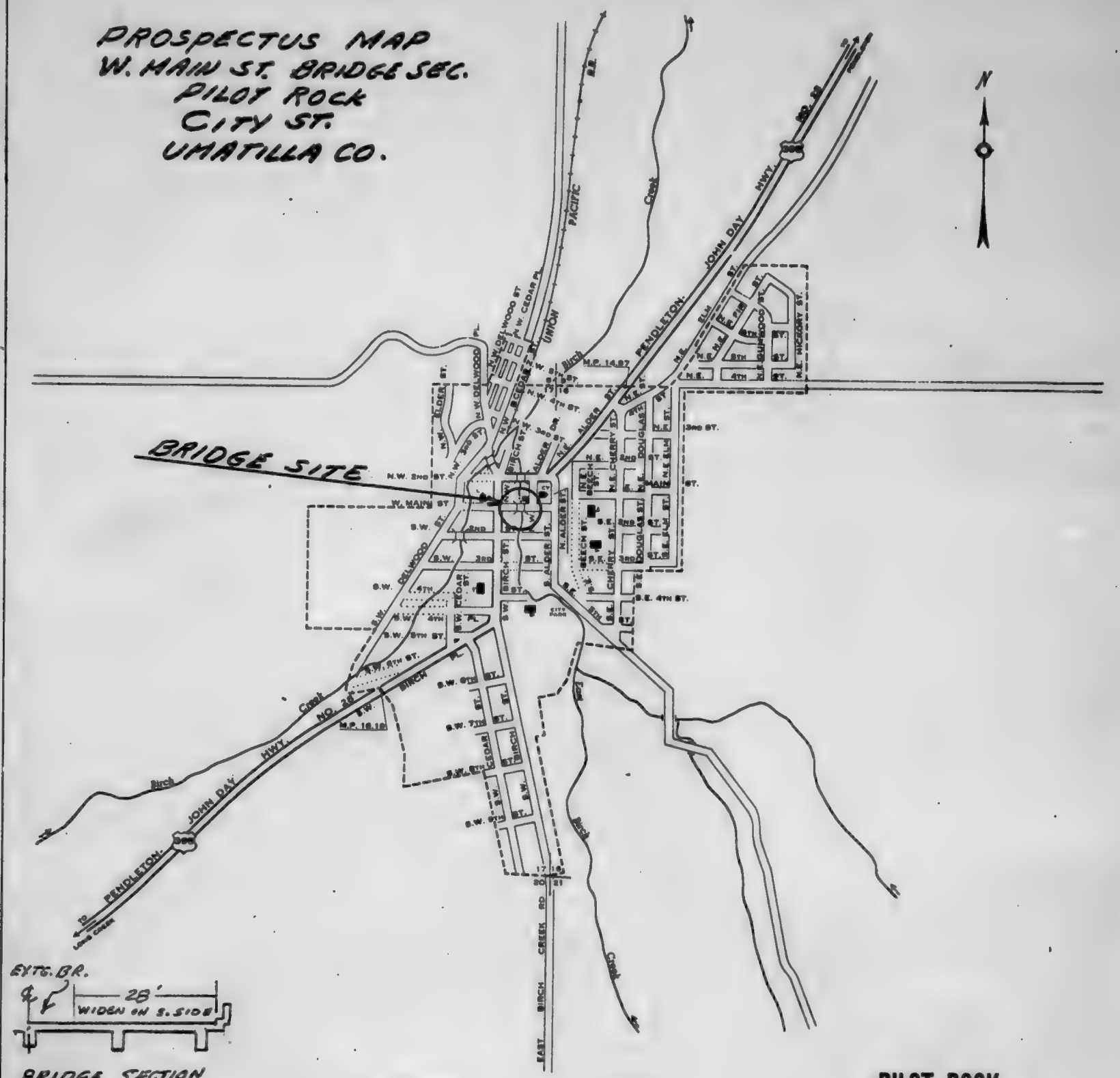
BRIDGE: The City requests a widened structure with 28-foot additional clearance on the southerly side.

AGREEMENTS: Routine negotiations for Special City Allotment Project.

January 11, 1967
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
DON HARWELL

PROSPECTUS MAP
W. MAIN ST. BRIDGE SEC.
PILOT ROCK
CITY ST.
UMATILLA CO.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Creek
JOHN DAY
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S.W. 1250TH ST.
S.W. 1251ST ST.
S.W. 1252ND ST.
S.W. 1253RD ST.
S.W. 1254TH ST.
S.W. 1255TH ST.
S.W. 1256TH ST.
S.W. 1257TH ST.
S.W. 1258TH ST.
S.W. 1259TH ST.
S.W. 1260TH ST.
S.W. 1261ST ST.
S.W. 1262ND ST.
S.W. 1263RD ST.
S.W. 1264TH ST.
S.W. 1265TH ST.
S.W. 1266TH ST.
S.W. 1267TH ST.
S.W. 1268TH ST.
S.W. 1269TH ST.
S.W. 1270TH ST.
S.W. 1271ST ST.
S.W. 1272ND ST.
S.W. 1273RD ST.
S.W. 1274TH ST.
S.W. 1275TH ST.
S.W. 1276TH ST.
S.W. 1277TH ST.
S.W. 1278TH ST.
S.W. 1279TH ST.
S.W. 1280TH ST.
S.W. 1281ST ST.
S.W. 1282ND ST.
S.W. 1283RD ST.
S.W. 1284TH ST.
S.W. 1285TH ST.
S.W. 1286TH ST.
S.W. 1287TH ST.
S.W. 1288TH ST.
S.W. 1289TH ST.
S.W. 1290TH ST.
S.W. 1291ST ST.
S.W. 1292ND ST.
S.W. 1293RD ST.
S.W. 1294TH

Form E-39

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

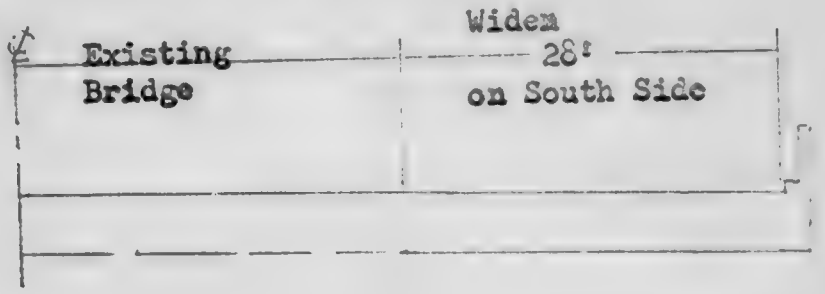
NOTED
RICHARD UNREIN

Section West Main Street Bridge(Pilot Rock) Date December 27, 1966

Highway City Street Bridge Authorization No. 1

County Umatilla Division 5 Survey Prefix 330-1473 ✓
(Assigned by Salem office)

Description of termini, route, length, etc.: Widen West MainStreet Bridge over Birch Creek in the City of Pilot Rock. Length of project 0.01 miles.



Typical Section

Purpose of survey:
Prepare vicinity map and estimate of cost for the widening of bridge approximately 28 feet on the south side to the existing curb line of W. Main Street.

Estimate of cost:

Survey	(901)	$ 1,500
Plans Bridge	(905) (906)	~~5,000~~ 3000
Soils	(910)	500

Total estimated cost of survey . . . . . $ ~~7,000~~ 5000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

To be assigned
Field Engineer

Recommended for Approval:

H. S. Chandler Asst
Division Engineer

Recommended for Approval:

D. J. Barbur
Ass't Construction Engineer

Approved:

J. K. Lafoe
Ass't State Highway Engineer

State Printing

#1

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name _____ County _____ Bridge No. _____
Section and Station _____ Highway _____
Estimate Made By _____ Date _____ Checked By _____ Date _____
Description _____

Estimate From (Strike out the ones which do not apply) No plans; Sketch; Completed plans; Drawing No.

Calculation Book No. _____ Loading _____

ITEMS	UNIT	QUANTITIES Substruct.	Superstruc.	Total	COST Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	
Structural Excavation	Cu.Yd.		-			
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling	Lin.Ft.		-			
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete	Cu.Yd.					
Concrete	Cu.Yd.		-			
Metal Reinforcement	Lbs.					
Lumber	F.B.M.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin.Ft.	-				
Metal Parapet Rail #	Lin.Ft.	-				
Removal of old Bridge	All	-	--	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal _____
Plus _____ Per Cent For Engineering & Contingencies
TOTAL COST $ _____

#2

ON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name [illegible] County [illegible] Bridge No. [illegible]
Section and Station [illegible] Highway [illegible]
Estimate Made By [illegible] Date [illegible] Checked By [illegible] Date [illegible]
Description Widen existing structure with prestressed slab on south side at [illegible] (includes sidewalk replacement and removing existing bridge)

Estimate From (Strike out the ones which do not apply) No plans; Sketch; Completed plans; Drawing No.

Calculation Book No. [illegible] Loading [illegible]

ITEMS	UNIT	QUANTITIES Substruct.	Superstruc.	Total	COST Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	2,000
Structural Excavation	Cu.Yd.		-	86	10.	860
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling	Lin.Ft.		-			
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete	Cu.Yd.			28	75	2100
Concrete	Cu.Yd.		-			
Metal Reinforcement	Lbs.			20,020	013	260
Lumber	F.B.M.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Prestr. Conc. Slabs	Each	-		1470	5	7,350
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail # [illegible]	Lin.Ft.	-		42	7	294
Metal Parapet Rail # [illegible]	Lin.Ft.	-		112	10	1120
Remove old bridge and construct temporary crossing						10,000
Removal of old Bridge	All	-	--	-	-	
Maintenance of Traffic	All	-	-	-	-	
Subtotal						31,000
Plus 10 Per Cent For Engineering & Contingencies						4,000
TOTAL COST $						

S.C.A. INVESTIGATION DATA

City of Pico Rivera Date Aug. 17, 1966 Division IV
Street (s) W. Main St. Bridge over Eastern Canal
No. previous projects 2
Last project 1964 (year)
Total SCA Funds to date $ 40,000

EXISTING

Surface now in place: A.C. paving Oil — Gravel — Concrete steel frame
Surface width: 19 feet, Shoulder-shoulder width: — feet
C-C width: 19 - feet, Right-of-way width: 89? feet

Remarks: 1 ea. Conc. structure built in 1922 by Irrig. Dept. Very narrow (19') & 69.5 c-c steel section creating bottlenecks and hazard. Some deterioration. Not adequate for City's growth. Needs repl.

PROPOSED

Surfacing: A.C. — Oil — Gravel — Concrete steel frame
Pave width: 40 feet Shoulder width: — feet C-C width: 47 feet
Thickness of: A.C. — inches, Leveling — inches, Base — inches
Length: 44 feet, .01 mile. Type curb: —

Remarks: Widen structure on South side approx. 28' to existing curb line, providing approx 47' traveled way. Construct 6'-9' sidewalk on South side. Under structure at adjoining building may cause some problem. City Council rejected widening on S. side per

ESTIMATE

Item	Unit	Quan.*	Price	Amount
Clearing	All	All	L.S.	$
General Excavation	c.y.			
Drainage Excavation	c.y.			
Culvert Pipe	lin. ft.			
Base Material (1-1/2-0)	c.y.			
Level Material (3/4-0)	c.y.			
Asphalt	ton			
Inlets	ea.			
Manholes	ea.			
Concrete Curbs	c.y.			
Concrete Walks and Drives	sq. yd.			
Watering	M/gal.			
Extra for Approaches	ea.			
Adjust. Inlets and M.H.'s	ea.			
Other				

* Items include 10% allowance.

Total $
Engineering & Contingencies (20%)
TOTAL $
City's Estimated Share of Survey
TOTAL ESTIMATED COST $

Pilot Rock

N. MAIN ST. BRIDGE
EAST BIRCH CREEK.

Building

WALK

℄

Building to Building 26'

32 3

37 2

2 6

19'

11'

6'0

1 2

WALK

7'

69 5

Curb

SIDE

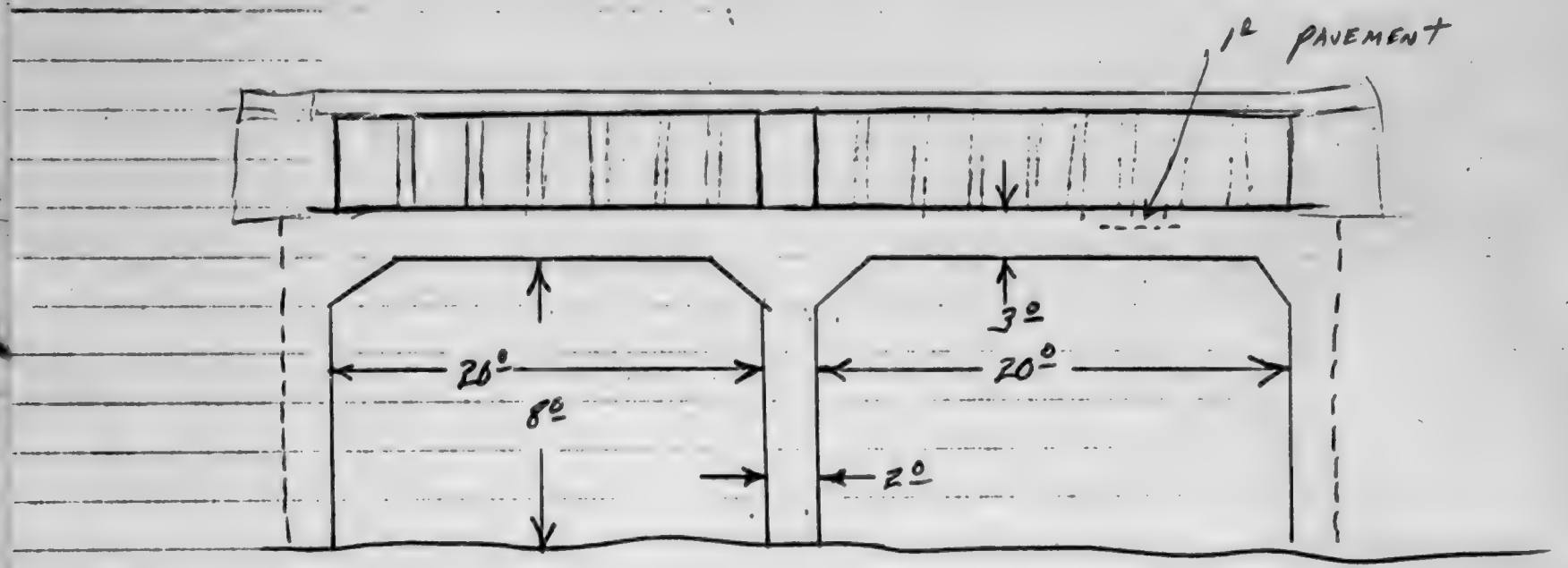
Curb

SIDE

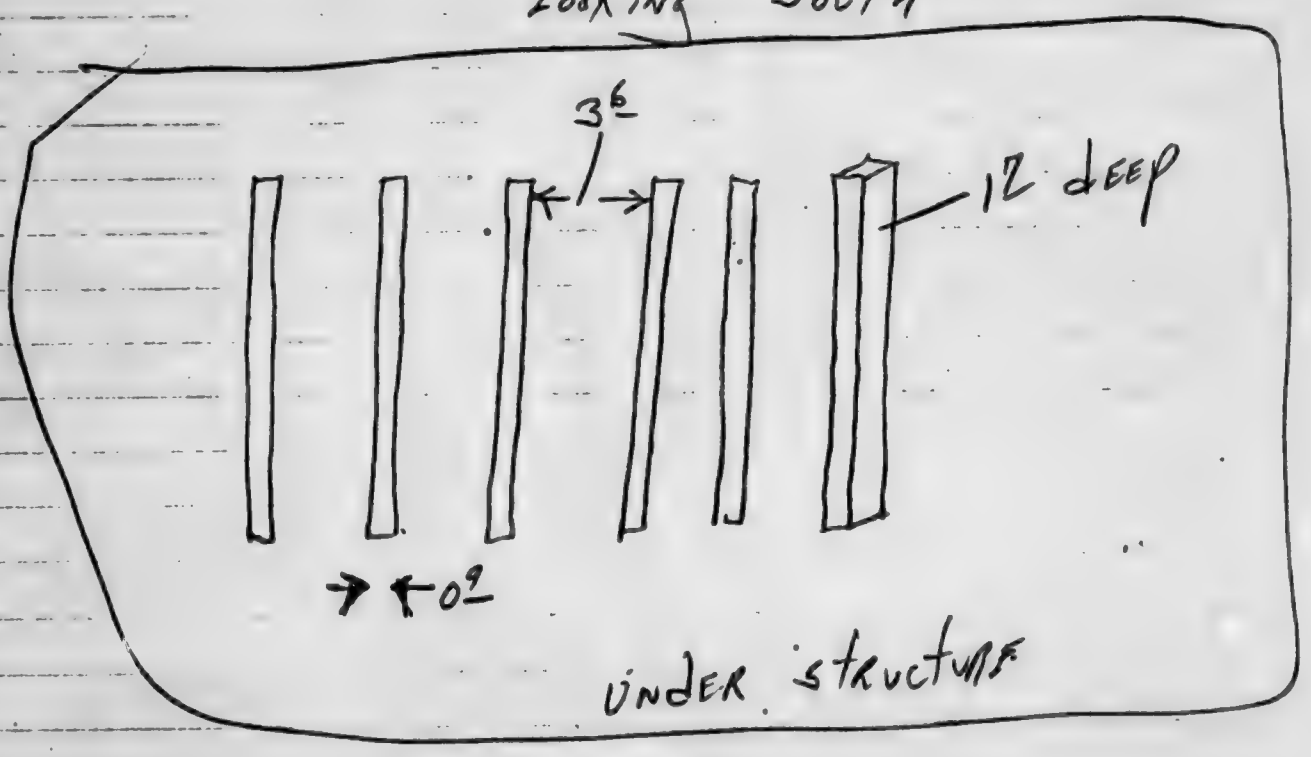
Building

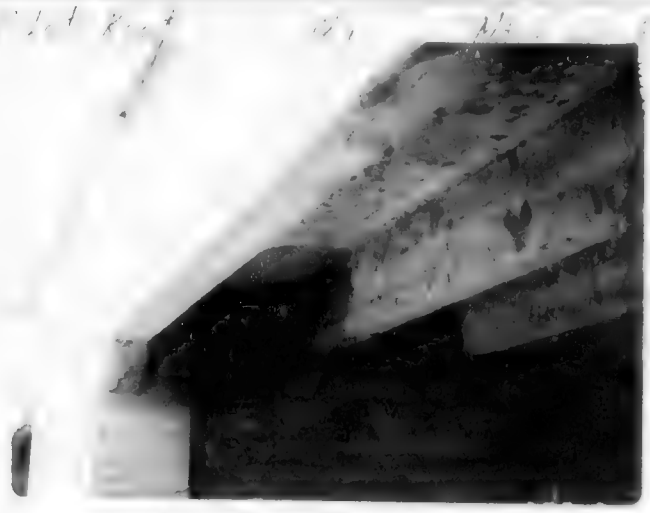
Bridge

Building Line



Looking South





5cA

NOTED
H. S. COX

NOTED
P. S. Arensmeier

NOTED
RICHARD UNREIN

RECEIVED
JUL 18 1966
ENGINEER
COUNTY & CITY DIVISION

BRIDGE PROJECT REQUESTED BY CITY OF PILOT ROCK, OREGON

DATE: 12 July 1966

Is this to be a City-financed project? ____Yes ____x No

Is this to be a State/City-financed project? __x Yes ____No

Note: For City-financed projects, cost of plans must be paid by City.

1. Street name: West Main Street
2. Name of river or stream: East Birch
3. Name of bridge: Main Street Bridge
4. Location (Please attach map with location marked): Where Main Street crosses East Birch Creek
5. Desired width of bridge: Widen present strusture to full width of Main Street.
6. Are sidewalks desired? __x Yes ____No [illegible]
7. Width of sidewalks: Approx. 6½ feet.
8. Is sidewalk desired on upstream side of bridge? __x Yes ____No
9. Is sidewalk desired on downstream side of bridge? __x Yes ____No
10. Does City wish a particular type of bridge design? __x Yes ____No

    If "Yes," explain type desired: to conform with present structure.

11. Will City furnish any materials for bridge: ____Yes __x No

    Explain: _____

12. Does City wish State Highway Department to run survey and prepare vicinity map at City expense? __x Yes ____No
13. Will City run survey and furnish vicinity map? ____Yes __x No
14. Will City furnish foundation data? ____Yes __x No
15. Does City wish State Highway Department to make foundation tests at City expense? __x Yes ____No

NOTED
R. H. PRANGE

cw 61-c

NOTED
DON HARWELL

NOTED
RICHARD UNREIN

16. Can street be closed during construction? _x_ Yes ___ No

17. Will detour be required? _x_ Yes ___ No

18. Will detour be constructed and maintained by City? _x_ Yes ___ No

19. Will detour be constructed and maintained by contractor? ___ Yes _x_ No

20. Will City construct approaches or connections? ___ Yes _x_ No

21. Will contractor construct approaches or connections under contract?

_x_ Yes ___ No

22. State width of traveled roadway: Unknown Width of shoulders Unknown

23. Will additional right-of-way be required? ___ Yes _x_ No
NOTE: Right-of-way costs must be paid by City.

24. Will additional right-of-way be acquired by deed ___, resolution ___?

25. Does City wish State to prepare option forms for City's use in

acquiring right-of-way? ___ Yes _x_ No

26. Will old bridge remain in place? _x_ Yes ___ No

27. Will old bridge be removed by contractor? ___ Yes _x_ No (Only Railing)

28. Will old bridge be removed by City? ___ Yes _x_ No

29. Does City wish old bridge salvaged for future use? ___ Yes _x_ No

30. If project is City-financed bridge, does City wish State Highway Department to furnish construction engineering and inspection at

City expense? ___ Yes ___ No (This is to be state-city financed)

31. Does City wish State Highway Department to advertise and accept bids?

___ Yes _x_ No NOTE: If City-financed project, bids must be referred to City for City to award contract.

32. Does City wish lightpost bases and conduit installed? ___ Yes _x_ No

33. Does City wish complete job of illumination in project?

___ Yes _x_ No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___ Yes _x_ No Size_____

car 61-c

NOTED
RICHARD UNREIN

(b) Sanitary sewer main: ___Yes x No Size_____

(c) Storm sewer mains: ___Yes x No Size_____

(d) Gas mains: ___Yes x No Size_____

(e) Power lines: ___Yes x No

(f) Telephone lines: ___Yes x No

(g) Other utilities? None

35. What is desired date for letting? Unknown

Remarks:_____

By Joe Tolar
Councilman Joe Tolar

By Bud E. Coon
Recorder Bud E. Coon

eer 61-c

NOTED
RICHARD UNREIN

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Pilot Rock is an incorporated city of the State of Oregon and has a population of 1,660 as given by the latest official census; and

WHEREAS, the following streets of said city, West Main Street from NW. Birch to North Alder and more specificly the Main Street Bridge that crosses East Birch Creek

RECEIVED
MAY 1 5
ENGINEER
CITY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

NO
DON

(cc-50, 1959 Rev.)

4. That the City of Pilot Rock does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Councilman Joe Tolar as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 16th day of May, 1966.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Pilot Rock at a regular or special meeting of said Council, held on the 16th. day of May, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 17th day of May, 1966.

Bud E. Coon
City Recorder

NOTED
RICHARD UNREIN

(cc-50, 1959 Rev.)

SPCA ?
Pilot Rock

CITY OF PILOT ROCK

PILOT ROCK, OREGON

14 July 1965

NOTED
H. S. COX

NOTED
DON HARWELL

RECEIVED
JUL 16 1965
ENGINEER
COUNTY & CITY DIVISION

Mr. H.S. Cox
Oregon State Highway Dept.
County City Engineer

SUB: East Birch Creek Bridge Widening
Pilot Rock
Bridge No. 843

Dear Mr. Cox:

In response to your letter of June 29th. It is the opinion of the City Council that the preliminary cost estimate of the above project is rather high.

Removal of the old structure could be accomplished by the City maintainence crew at to cost. As to the underpinning of existing buildings, the only structure that might interfere with the bridge construction, could be purchased for about $8,000.00. The demolation of this building would completely clear the present channel.

At your present estimate, the only possible way for the City to accomplish this project, would be to apply to the State for finacial assistance thru the Special City Allotment Fund, then construct one-half of the project, wait for two years and again apply to the State for help to complete the project.

Do you think this could be accomplished in this manner? Would it be possible to lower the estimate to within some figure that the City could afford?

This project has been in the planning stage for many years and if there is any possible way to bring it to a successful conclusion, the Council desires to exploit it. Any comments or suggestions from the State Highway Department will be greatly appreciated.

Yours Truly

Bud E. Coon

Bud E. Coon

City Recorder

Checked with Walt Hall 9-3-65 ✓

City is going to apply for $50,000 Planning Aid
Visited Mr Coon Sept 14 1965 ✓

Form E-240 Rev.—

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name East Birch Cr. Br. Widening County Umatilla Bridge No. 843A

Section and station Main St. Highway

Estimate made by Frank Date 7/3/65 Checked by / Date

Description Use 10 prestress slabs, 3'x21', 2 spans
Widen on north side only, 7' sidewalk

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			$ 2000
Excavation	cu. yds.	130	10.00	$ 1300
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.			
..... piling	No.			
..... piling	lin. ft.			
..... piling	No.			
Class A concrete	cu. yds.	64	$110	$7040
..... concrete	cu. yds.			
Metal reinforcement	lbs.	8,000	$.13	$1,040
..... Lumber	M. B. M.			
Structural ..... Steel	lbs.			
Structural ..... Steel	lbs.			
Handrail	lin. ft.	42	$9.00	$378
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Prestress Slabs	sq. ft.	1260	$5.50	$6930
Remove old rubble walls & existing walk				$5,000
Subtotal				23,688
Plus 10 per cent for contingencies				4312
Total construction cost				
Plus 10 per cent for engineering				
Total cost				$28,000

State Printing 4718

SPCA ?
Pilot Rock

CITY OF PILOT ROCK
PILOT ROCK, OREGON
14 July 1965

NOTED
H. S. COX

NOTED
DON HARWELL

RECEIVED
JUL 16 1965
ENGINEER
COUNTY & CITY DIVISION

Mr. H.S. Cox
Oregon State Highway Dept.
County City Engineer

SUB: East Birch Creek Bridge Widening
Pilot Rock
Bridge No. 843

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Do you think this could be accomplished in this manner? Would it be possible to lower the estimate to within some figure that the City could afford?

This project has been in the planning stage for many years and if there is any possible way to bring it to a successful conclusion, the Council desires to exploit it. Any comments or suggestions from the State Highway Department will be greatly appreciated.

Yours Truly

Bud E. Coon

Bud E. Coon

City Recorder

T — $5,000

Checked with Walt Hunt 9-3-65 ✓

City is going to apply for $50,000 project in '67
Visited Mr Coon Sept 1965 EH

Form E-240 Rev.—

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name East Birch Cr. Br. Widening County Umatilla Bridge No. 843A

Section and station Main St. Highway

Estimate made by Frank Date 7/3/65 Checked by / Date

Description Use 10 prestress slabs, 3'x21', 2 spans
Widen on north side only, 7' sidewalk

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			$ 2000
Excavation	cu. yds.	130	10.00	$ 1,300
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.			
..... piling	No.			
..... piling	lin. ft.			
..... piling	No.			
Class A concrete	cu. yds.	64	$110	$7040
..... concrete	cu. yds.			
Metal reinforcement	lbs.	8,000	$.13	$1,040
..... Lumber	M. B. M.			
Structural ..... Steel	lbs.			
Structural ..... Steel	lbs.			
Handrail	lin. ft.	42	$9.00	$378
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Prestress Slabs	sq. ft.	1260	$5.50	$6930
Remove old rubble walls & existing walk				$5,000
Subtotal				23,688
Plus 10 per cent for contingencies				4312
Total construction cost				
Plus 10 per cent for engineering				
Total cost				$28,000

State Printing 4716

336-1722 Dayton (9th St.) Sec. City Street (Grading and paving) 1967

#6990

CdA 3259

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

...IGHWAY DEPARTMENT INVOICE

NO. 92955

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-17-67	CC 1063		33[illegible]

. City of Dayton
. City Hall
. Dayton, Oregon 97114

NOTED
H. S. COX

Attn: Mrs. Audrey Tessner, City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Special City Allotment Project on Ninth Street, Contract #6990. Covered by agreement dated February 14, 1967.			
City's advance deposit			4,750.00
As per attached statement:			
Final Cost		79,875.44	
Agreed State share		75,000.00	
Agreed City share			4,875.44
			525.44

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ _____

By _____

RECEIVED
OCT 19 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Ammann

NOTED
DON HARWELL

NOTE
R. H. F

SCA

OREGON STATE HIGHWAY DEPARTMENT Date October 18, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1967

Contract # 6990 Prefix 336-1722 Survey Prefix 366-1119

Street Ninth Street

City Dayton

Payments to Contractor..(See attached voucher.)	$ 24,458.58
Engineering and Contingencies.....	5,051.24
Survey...Total: $ 1,134.56 City's Pro-rata Share.....	365.62
TOTAL.....	$ 29,875.44
Agreed State Share	25,000.00
Agreed City Share	$ 4,875.44
City Advance Deposit	$ 4,250.00
Balance Due State	$ 625.44

Reference: Outside Billing 66-1083

*Construction costs over $25,000 = $9,509.82
Construction costs = 29,509.82 X $1,134.56 = $365.62

City share of preliminary engineering = $366.62

NOTED
R. H. PRANGE

RU:mm

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: YAMHILL | CONTRACT NO.: 6990 | ESTIMATE NO.: 3 F

HIGHWAY: CITY STREET | FEDERAL AID PROJECT NO.:

SECTION: DAYTON /9TH ST/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	CLEARING AND GRUBBING		LUMP SUM	750.0000	1.0
002	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	.9000	6,052.9
003	FINISHING ROADBED AND	SLOPES	LUMP SUM	750.0000	1.0
004	TRENCH EXCAVATION		CU YDS	3.0000	38.3
005	WATERING		M-GALS	3.0000	48.7
006	SS-1 ASPHALT IN WATERING		GALS	.3500	1,965.0
007	3/4IN-0 MATERIAL IN BASE		CU YDS	2.8500	450.0
3	STONE BASE		CU YDS	2.8500	2,666.1
09	CLASS B ASPHALT CONCRETE		TONS	7.0000	719.6
010	12-INCH CULVERT PIPE		LIN FT	3.0000	403.0
011	12-INCH STEEL CULVERT	PIPE	LIN FT	4.0000	54.0
012	CONCRETE INLETS TYPE GB-1		ONLY	120.0000	2.0
013	ADJUSTING MANHOLES		ONLY	80.0000	3.0
014	RECONSTRUCTING CONCRETE	MANHOLES	ONLY	150.0000	3.0
015	EXTRA FOR AC CONCRETE	APPROACHES	ONLY	35.0000	12.0
	PRICE AGREEMENT ITEMS				
30101	PENALTY NON-SPEC ASPHALT	STATE CREDIT	LUMP SUM	236.3100	1.0
6001J	AC COMPACTION PENALTY		LUMP SUM		
	FORCE ACCOUNT ITEMS				
802 F	ADJUST DRAIN TILE				

DATE: 08/22/67 — 6990

PREVIOUS VOUCHER NO.: 2082

CHECKED BY: AW/md

ENGINEER OR AUDITOR: R. M. Harris

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.	
6990	3 Final	336-1722-201 (41)	235.23 Cr.
FEDERAL AID PROJECT NO.		336-1722-201 (41&)	5.20 Cr.
		336-1722-204 (41)	1,275.58 Dr.

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	750.0000	1.000	750.00	750.00	
CU YDS	.9000	6,052.900	5,447.61	5,446.53	1.08
LUMP SUM	750.0000	1.000	750.00	750.00	
CU YDS	3.0000	38.360	115.08	115.08	
-GALS	3.0000	48.760	146.28	146.28	
GALS	.3500	1,965.000	687.75	687.75	
CU YDS	2.8500	450.000	1,282.50	1,282.50	
CU YDS	2.8500	2,666.100	7,598.39	7,598.39	
TONS	7.0000	719.690	5,037.83	5,037.83	
LIN FT	3.0000	403.000	1,209.00	1,209.00	
LIN FT	4.0000	54.000	216.00	216.00	
ONLY	120.0000	2.000	240.00	240.00	
NLY	80.0000	3.000	240.00	240.00	
ONLY	150.0000	3.000	450.00	450.00	
ONLY	35.0000	12.000	420.00	420.00	
LUMP SUM	236.3100	1.000-	236.31-		236.31-
LUMP SUM			5.20-		5.20-
			109.65	109.65	
TOTAL CONTRACT ITEMS			24,348.93	24,589.36	240.43-
% RETAINED ON CONTRACT ITEMS				1,275.58	1,275.58
FORCE ACCOUNT			109.65	109.65	
TOTAL PAYMENTS			24,458.58	23,423.43	1,035.15

RECEIVED
SEP 5 - 1967
FOR FILING
336-1722
6990

September 5, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6990 awarded to Rowell & Wickersham, for grading and paving on 9th Street in the City of Dayton in Yamhill County was completed June 21, 1967, and accepted by the Highway Commission on September 1, 1967.

Final payment in the amount of $1,035.15 will be released to the contractor after September 12, 1967. The total contract amount is $24,458.58 including $109.65 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Rowell & Wickersham
P. O. Box 472
McMinnville, Oregon 97128

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 1 - 1967
FOR FILE

336-1722
6990

September 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 21, 1967, on Contract No. 6990. The contract was with Rowell and Wickersham and was for grading and paving on 9th Street in the city of Dayton in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 1, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
R. D. Asburry

srb fn

CITY OF DAYTON

In the Heart of Oregon's Garden Spot

DAYTON, OREGON

June 26, 1967

H. S. COX
RECEIVED
JUL 10 1967
ENGINEER
COUNTY & CITY DIVISION

Ross M. Harris,
Resident Engineer,
State of Oregon
Highway Department
Salem, Oregon

Dear Mr. Harris:

The Council for the City of Dayton has inspected the Ninth Street project and found the work has been done to contract specifications and the finished street is acceptable to them.

Thank you for your assistance in this matter.

Very truly yours,

A. H. Krake

A. H. Krake
Mayor

RECEIVED
JUN 30 1967
RESIDENT ENGINEER

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Dayton (9th St.)		WEEK ENDING: June 24, 1967
		SECTION PREFIX: 336-1722
HIGHWAY: City Street		COUNTY: Yamhill
NAME OF JOB: Dayton (9th St.)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Rowell & Wickersham	CONTRACT NUMBER: 6990	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 3, 1967	DATE WORK STARTED: May 15, 1967	ESTIMATED COMPLETION DATE: Completed June 21, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 70	CALENDAR DAYS USED 68
PROJECT AUTHORIZATION: $ 29,094.18	SPECIFIED COMPLETION DATE Calendar count began April 15, 1967	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 27,025.26	ENGINEERING AUTHORIZATION $ 2,068.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,700.00	ENGINEERING COST TO DATE $ 4,120.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 199 %	DATE PROJECT WAS COMPLETED: June 21, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.26	0.26			0.26
MILES PARTIALLY COMPLETED	0.26	0.26			0.26
MILES COMPLETED	0.26	0.26			0.26
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,300 CY	3,230 CY			700 Ton
TOTAL QUANTITIES CORRECTED TO DATE	6,052	3,116			720
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,052	3,116			720
AVERAGE DAILY QUANTITIES	0	16			33
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY		1			1
HOURS PER SHIFT		8			8

EQUIPMENT USED DURING THE WEEK: 1 - Roller 1 - Blade 1 - Truck 1 - Water Wagon
1 - Commercial A.C. Plant

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	Yes		
MONDAY	Fair	Yes		
TUESDAY	Cloudy	Yes		
WEDNESDAY	Cloudy	Yes		
THURSDAY	Rain	~~Yes~~		Project complete
FRIDAY	Fair	~~Yes~~		" "
SATURDAY		~~Yes~~		" "

RECEIVED
JUN 26 1967
CONSTRUCTION

BLM CLIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	All paving completed today. Hauled and placed ¾"-0 shoulder rock. Only need about one load to complete. Had to re-adjust manhole at Sta. 13+61.
TUESDAY	Contractor [redacted] finished hauling & placing ¾"-0 shoulder rock. Cleaning-up project for final inspection.
WEDNESDAY	Contractor completed all clean-up, sign removal, etc... and moved off project. Gerald Wimer, Ass't. Div. Eng'r., was over project during P.M.
THURSDAY	Office working on semi-final report.
FRIDAY	Office working on semi-final report.
SATURDAY	No activity.

REMARKS

Contractor failed to complete paving on last Friday as he predicted, so paving wasn't completed until Monday. Completed shoulder rock on Tuesday & completed all clean-up, sign removal; and moved [redacted] off project Wednesday.

Mr. Gerald Wimer, Asst. Div. Eng'r., was over project on Wednesday P.M. & will meet with Dayton City officials Monday, June 26th, at 2:30 P.M. for final acceptance.

Office is working on semi-final estimate with submission date of July 1st anticipated.

SIGNED Ross M. Harris LOCATION McMinnville

Ross M. Harris, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SCA

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

RECEIVED
JUN 29 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

Project Name Dayton (9th Street) Contract No. 6990

Highway City Street Prefix No. 336-1728 NOTED H. S. COX

County Yamhill F. A. No. State

Final inspection made on 6-21-67 By Gerald Wimer

in company with Ross Harris, Resident Engineer

CHECK LIST

Date			
6-21-67	Construction signs removed.	Never closed	Opened to traffic.
Was none	Salem Office notified to rescind construction speed zone.	With semi-final	Division materials certification submitted.
6-21-67	Contractor removed equipment from project.		
6-21-67	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project was very satisfactorily completed except pavement compaction was a little low. Project was reinspected 6-26-67 with Mayor A. H. Krake and Street Superintendent Howard Williams, who concurred with acceptance and will furnish letter to this effect.

All contract work on this project has been completed and recommendation is made for acceptance on 6-21-67 (date). The semi-final estimate will be submitted about 6-10-67.

cc: Office Engineer L. H. Young
Construction Engineer F. D. Morgan
Division Engineer R. D. Asburry
~~Maintenance Engineer~~
~~Bridge Engineer~~
Resident Engineer Ross M. Harris
~~District Maintenance Supt.~~
Traffic Engineer F. B. Crandall
County-City Engineer H. S. Cox

Copies sent to all named 6-28-67.

(signed) Assistant Division Engineer (title)

NOTED
MAINOR C. HOLMES

NOTED

336-1722

FORM E-30X—5036—7-66

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1967

SUBJECT: Road Approach Grades
9th Street Section
Dayton City Street
Contract 6990

To: Mr. R. M. Harris
Resident Engineer
Oregon State Highway Department
Box All
McMinnville, Oregon

The typical sections you recently submitted showing the problem of abrupt grade breaks in the approaches on the subject project have been reviewed and returned under separate cover.

The most acute problem is not at the right of way line where the approach grade changes abruptly from an ascending grade to a level landing spot but rather in the sag at the edge of the shoulder. Likely in construction there will be a slight accumulation of surfacing material in the sag that will slightly ease the situation and create a slight vertical curve. For those properties with the steepest approaches and those with campers or boat trailers, you should extend the aforementioned vertical curve as much as two feet onto the shoulder.

R. D. Asburry
Division Engineer

By [illegible]

Gerald Wimer
Assistant Division Engineer

GW:am
cc F. D. Morgan
H. S. Cox

RECEIVED
JUN 5 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
JUN 6 - 1967
FOR FILING
226-1122
6171

April 4, 1967

Rowell & Wickersham
P. O. Box 472
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on April 3, 1967, accepted your proposal for grading and paving on 9th Street in the City of Dayton in Yamhill County for the sum of $25,511.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Dayton is received and the sum of $4,250.00 is deposited by the City.

Those conditions were fulfilled the same day and the State Highway Engineer awarded you the project, which has been assigned Contract No. 6990. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 15, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
R. D. Asburry
Ross Harris
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

Salem, Oregon
March 28, 1967

1967 Special City Allotment Project
9th Street
City of Dayton
Advance Deposit

Mr. C. H. Mainon
Controller

B U I L D I N G

Attention: John Burr

The City of Dayton's check in the amount of $4,250 has been received and is the correct amount to cover the City's portion of subject project as per agreement between City and State. This project is now clear for award.

J. N. Harwell
For

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

cc: L. H. Young
F. D. Morgan

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
H. S. COX

MEMO TO FILES:
March 24, 1967

Re: 1967 Special City Allotment Project
9th Street
City of Dayton

At the request of Division II the undersigned met with the City Council of Dayton on the evening of March 22, and reviewed the preliminary plans for the above project which the City approved March 6, 1967.

It was pointed out that a 400' segment of this street would be approximately 2-feet below the existing grade at centerline and this would place the bottom of the ditches approximately 3± below the existing grade at centerline. They were apprised of the steep driveways which would result from such a gradeline.

Due to factors relating to needed drainage and restricted finances, the Council confirmed their earlier approval of the plans.

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

RU:nr

cc: F. D. Morgan
R. D. Asburry
Ross Harris

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
H. S. COX

March 23, 1967

Mrs. Audrey Zentner
City Recorder
P.O. Box 338
Dayton, Oregon 97114

Dear Mrs. Zentner:

On March 23, 1967, the State Highway Commission opened bids on the 1967 Special City Allotment project on 9th Street in Dayton. The apparent low bid was submitted by Rowell & Wickersham of McMinnville and the anticipated cost based on the bid is as follows:

Contractors bid	$25,511.50
Anticipated Additional Items	350.00
TOTAL.....	$25,861.50
Engineering & Contingencies(12½)	3,232.69
TOTAL.....	$29,094.19
City's estimated share of preliminary engineering	168.87
TOTAL ANTICIPATED COST	$29,263.06

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check or warrant to this office in the amount of $4,250 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By
NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

DAYTON (9TH STREET) SECTION

CITY STREET

YAMHILL COUNTY

State Project
0.26 mi. Grading and Paving

Bids Received March 23, 1967

1.	All Required	Clearing and Grubbing		$ 500.00
2.	6,300 cu.yds.	General Excavation, Unclassified	$ 1.50	9,450.00
3.	All Required	Finishing Roadbed and Slopes		100.00
4.	46 cu.yds.	Trench Excavation	4.00	184.00
5.	81 M-gals.	Watering	3.50	283.50
6.	2,700 gals.	SS-1 Asphalt in Watering	0.25	675.00
7.	530 cu.yds.	3/4" - 0 Material in Base	3.50	1,855.00
8.	2,700 cu.yds.	Stone Base	3.40	9,180.00
9.	700 tons	Class "B" Asphalt Concrete	7.00	4,900.00
10.	440 lin.ft.	12-inch Culvert Pipe	2.75	1,210.00
11.	60 lin.ft.	12-inch Steel Culvert Pipe	4.00	240.00
12.	2 only	Concrete Inlets, Type GB-1	150.00	300.00
13.	4 only	Adjusting Manholes	75.00	300.00
14.	2 only	Reconstructing Concrete Manholes	150.00	300.00
15.	14 only	Extra for A.C. Concrete Approaches	35.00	490.00

For Comparison of Bids $29,967.50 25,511.50

14.8% under

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$29,967.50	25,511.50
Anticipated Additional Items:			
Flagging	$200.00		
Adj. Drain Tile	150.00		
		350.00	350.00
		$30,317.50	25,861.50
Engr. & Cont. (12½%)		3,789.69	3,232.69
Estimated Net Authorization, Constr.		$34,107.19	29,094.19
			168.87
			29,263.06

city share 1st. AE

Form E-40—30M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

DAYTON (9th ST.) SECTION

CITY STREET

FEB 24, 1967

SHAFFER

ESTIMATE

No	ITEM	UNIT	TOTAL	PRICE	AMOUNT
1	CLEARING & Grubbing	All	All		500.00
2	General Excavation, Unclassified	Cu. Yds	6300	1.50	9450.00
3	Finishing Roadbed and Slopes	All	All		100.00
4	Trench Excavation	Cu. Yds.	46	4.00	184.00
5	Watering	M-gals	81	3.50	283.50
6	SS-1 Asphalt in Watering	gals	2700	0.25	675.00
7	3/4"-0 Material in Base	Cu yds	530	3.50	1855.00
8	Stone Base	" "	2700	3.40	9180.00
9	Class "B" Asphalt Concrete	tons	700	7.00	4900.00
10	12-inch Culvert Pipe.	lin. ft.	440	2.75	1210.00
11	12-inch Steel Culvert Pipe	" "	60	4.00	240.00
12	Concrete Inlets, Type GB-1	one	2	150.00	300.00
13	Adjusting Manholes	"	4	75.00	300.00
14	Reconstructing Concrete Manholes	"	2	150.00	300.00
15	Extra for A.C. Concrete Approaches	"	14	35.00	490.00
					$ 29,967.50
	Flagging	$200.00			
	Adj. Drain Tile	150.00			
					350.00
					$ 30,317.50
	12½% Engr & Cont.				3789.69
			Total		34,107.19
			Est. City share P.E.		320.42
					$ 34,427.61

$9,107.19 / $34,107.19 × $1200 = $320.42

RECEIVED
FEB 15 1967

FOR FILING
336-1122

6990

February 15, 1967

City of Dayton
City Hall
Dayton, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 3259

Gentlemen:

We are enclosing for your files a fully executed copy of a special street fund agreement with the City of Dayton in Yamhill County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
FEB 14 1967

226-1722

6490

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1967

To: Mr. J. E. Morelock

OFFICE

SUBJECT: 1967 Special City Allotment Project
9th Street
City of Dayton

The survey data on the above named section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission, except the driving lanes have been increased to 12' lanes.

The City has signed a construction agreement which provides for 11' lanes. They have been contacted regarding 12' lanes and are considering if they have the finances to provide for them.

Richard Unrein

Richard Unrein, Field Engineer
County and City Engineer

RU:mr
Att.

cc: F. B. Klaboe

RECEIVED
FEB 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-49—30M

OREGON STATE HIGHWAY DEPARTMENT

RICHARD UNREIN

TABULATION SHEET

SHEET 1 OF 1 SHEETS

Dayton (City Street) City Street 336-1419

Yamhill County

Based upon 12' Lanes

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL	UNIT COST	AMOUNT
Clearing & Grubbing	All			All		$500.00
General Excavation, Unclassified	CY	5950	550	6500	$1.50	9750.00
Finishing Roadbed and slopes	All			All		75.00
Trench Excavation	CY	42	4	46	4.00	184.00
Watering	M-Gal.	100	10	110	3.50	385.00
SS-1 in watering	Gal.	960	90	1050	0.35	367.50
3/4-0 material in base	Ton	824	86	910	2.40	2184.00
Coarse crushed material in base	Ton	4024	406	4430	2.30	10189.00
Class B Asphaltic Concrete	Ton	689	71	760	7.00	5320.00
12" culvert pipe	Lin. Ft.	446	44	490	2.75	1347.50
Concrete Inlets Type GB-1	One	2	-	2	125.00	250.00
Adjust Manholes	One	5	1	6	75.00	450.00
Extra for A.C. Approaches	One	13	1	14	35.00	490.00
				Sub Total		31,492.00
			Engineering & Contingencies			3,779.00
				Sub Total		35,271.00
			Anticipated Items:			
			Flagging			200.00
			Extra work, adjust drain line			150.00
				TOTAL		35,621.00
						357.80
				12' LANES =		B 35,978.80
				(.08% LESS) 11' LANES =		B 33,100

prices are for Cost Analysis

P.E. Est = B 1200 city's share Est.

Note: 2-9-67 City was not approved of 12' Lanes as of this date

Signed Agreement provides for 11' Lanes

JCL

NOTED ON HARVELL

REPORT ON SURVEY

Dayton (9th Street) Section
Yamhill County

The purpose of this survey was to obtain field data for the preparation of plans, specifications, and estimates for the reconstruction of Ninth Street in the City of Dayton.

The overall length of the survey is 0.26 mile and follows the existing street alignment. The project starts at the intersection of Ninth Street and Ash Street and terminates at the intersection of Ninth Street and Ferry Street.

The typical section for this location called for two eleven foot driving lanes with four foot shoulders, but the job was worked up using twelve foot driving lanes as per request on approved survey order. Final base design is 11½ inches of coarse crushed base, 2 inches of leveling course, and 3 inches of asphaltic concrete.

Finish grade averages from one foot to two feet below the existing street grade. The existing grade rises from Ash Street to a point about halfway through the project, then falls to Ferry Street, the southeasterly end being about approximately five feet lower than the northwesterly end.

Presently there is no adequate drainage on the northwesterly end of the project and water collects between Ash and Church Streets, the approximate center of the project. Storm sewers and catch basins have been provided at Ferry Street on the southeasterly end and it was the desire of the city officials that the new grade be lowered so that all drainage will go to these catch basins. The proposed grade line has been approved by the appropriate city officials and has their approval.

There will be approximately 6,500 cubic yards of general excavation, which will be excess. The city will, if required, provide a disposal site within a half mile distance.

Right of way is symetrical about the located centerline. No additional Right of Way will be required.

Several utilities will require adjustment.

The street will have to remain open during construction but no problem is anticipated with the traffic.

2/1/67

E. Ball

DEPT OF
JAN 26 1967
FORESTRY
336-1728
6490
HIGHWAY:

1-23-67

Prefix No. 336-1419

LOCATION PROSPECTUS
DAYTON (9TH STREET) SECTION
CITY STREET - YAMHILL COUNTY

HIGHWAY: Ninth Street from Ash Street to Ferry Street, city of Dayton. Not on Federal-aid or State system.

TERMINI: The northwesterly terminus is at the intersection of 9th Street and Ash Street and the southeasterly terminus is at the intersection of 9th Street and Ferry Street.

LENGTH: Total length of the project is 0.26 mile.

PROGRAM: 1967 Special City Allotment fund.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance is not necessary. There are no special drainage problems. Soils investigations will be conducted.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot shoulders.

BASE DESIGN: The tentative base design for construction is:

Paving	3	" A.C.
Top Course Base	2	" Leveling
Bottom Course Base	11-1/2"	Coarse Crushed
Total Depth	16-1/2"	

MATERIAL: Adequate quantities available from commercial sources.

ADDITIONAL FACILITIES: There are no railroads or major stream crossings.

AGREEMENTS: Routine negotiations for a Special City Allotment Project.

January 23, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
R. L PORTER

NOTED
FORREST COOPER

Form F-30—334—9-56

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

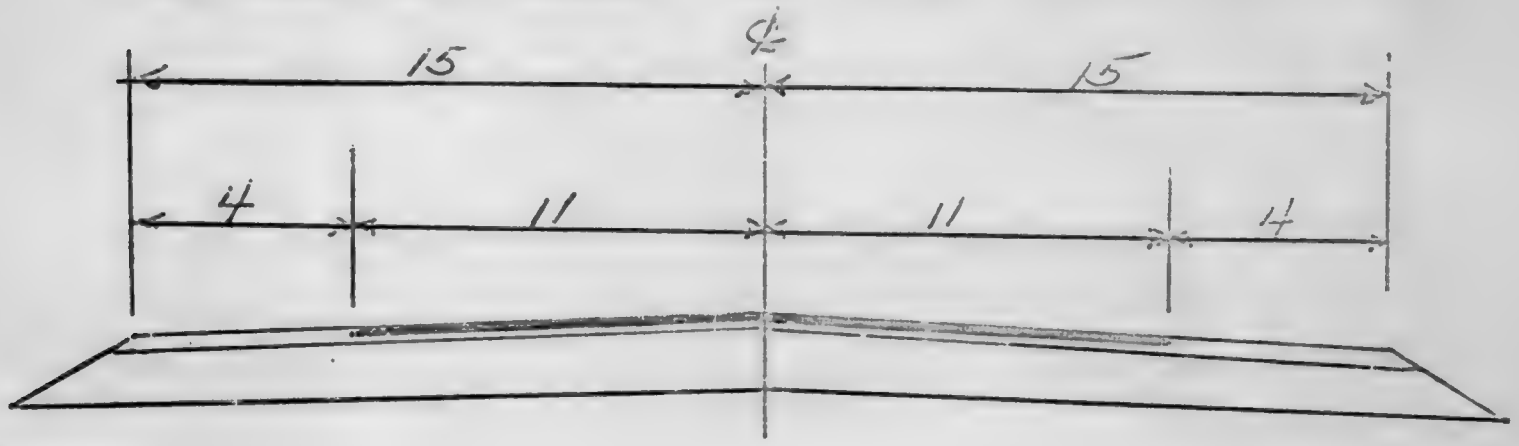
Section Dayton (Ninth Street) ~~City Street~~ Date January 5, 1967

Highway City Street Authorization No. 1

County Yamhill Div 2 Survey Prefix 331-1419
(Assigned by Salem office)

Description of termini, route, length, etc.:

Ninth Street from intersection with Ash Street to intersection with Ferry Street, City of Dayton. TOTAL LENGTH 0.26 MILE



Purpose of survey:

Location survey to prepare plans, specifications, and estimates for reconstruction on existing alignment.

Field	(901)	$500.00
Plans	(905)	500.00
Soils	(910)	~~500.00~~ 200

67 CITY FUNDS

Estimate of cost:

1200

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ ~~1,500.00~~
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: E. Hall
Field Engineer

Recommended for Approval: R. D. Ashcraft
Division Engineer

Recommended for Approval:
Ass't Construction Engineer

Approved:
Ass't State Highway Engineer

State Printing 14020

→ attempt to get 12 54 45 if practical. No problem!

CITY OF DAYTON

In the Heart of Oregon's Garden Spot

DAYTON, OREGON

NOTED
H. S. COX

October 20, 1966

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer
State Highway Department
State of Oregon

Dear Mr. Unrein:

Thank you for your letter informing us of the statis of our proposed Ninth Street project application for funds.

We are willing and able to pay our portion of construction costs over the $25,000.00 allotment amount.

We look forward to hearing from you as to the disposition of this request for assistance.

Very truly yours,

A. H. Krake

A. H. Krake
Mayor

ak:az

RECEIVED
OCT 24 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

SCA

NOTED
H. S. COX

October 12, 1966

Mr. Andrew Zenkner
City Recorder
P.O. Box 338
Dayton, Oregon

Dear Mr. Andrew Zenkner:

It is planned to submit your proposed project on 9th Street from Ash Street to Ferry Street to the Highway Commission for consideration of construction under the Special City Allotment Act (ORS 366.805).

The preliminary estimate for providing 22' asphaltic concrete pavement with 4' shoulders on this section is $32,500. In these instances where a City is to participate in the total construction cost of a project, the Highway Commission will only give consideration to those Cities which submit a letter stating that the City is willing and able to pay all costs in excess of $25,000.

Receipt of a letter, prior to November 1, 1966, stating Dayton's ability to pay its estimated share ($7,500) of the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page ___ of ___ Pages

Section (From Ash St. - Amity-Dayton Hwy) Highway City of Dayton County Yamhill

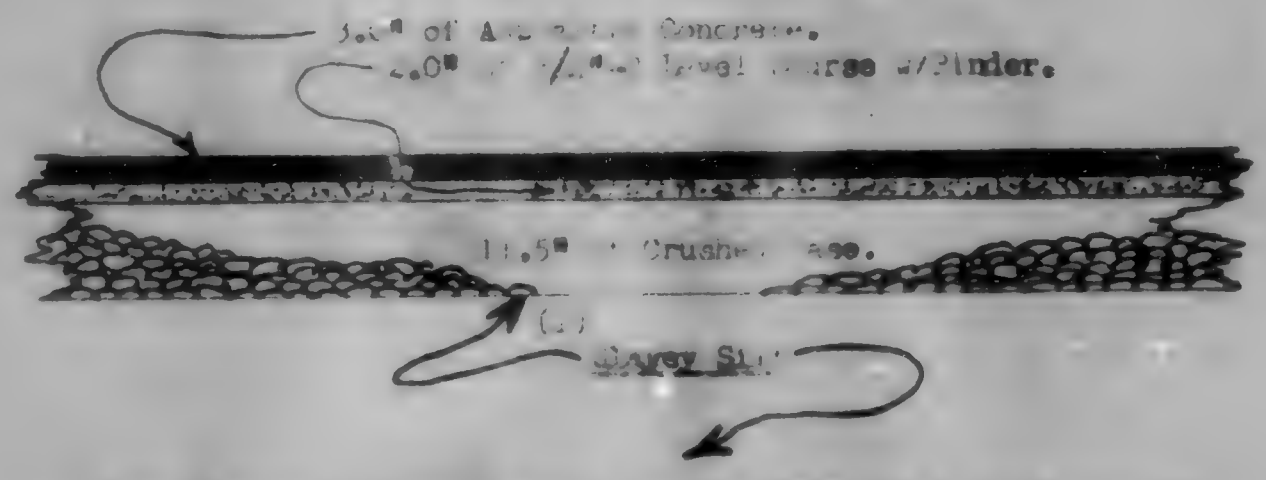
Res. Engr. _____ Approx. Length 0.26+ Miles. Sta. _____ to Sta. _____

Prefix _____ Date _____

Truck A.D.T. _____ Traffic Coefficient 0.2 18 kip s.a. per day 8.4.

Annual Precipitation 40+ (McMinnville) Frost Penetration - - - - - - - - - - - - - -.

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
% Sand
% Sand
%Silt
%Clay
"R" Value



	CBE Total Req.	Credit	Actual Thick.	
	[illegible]	[illegible]	2.0	A.C.
	[illegible]	[illegible]	8.0	Level
	[illegible]	[illegible]	[illegible]	Cr. Base
	14.9	14.9	15.0	

AASHO CLASSIFICATION:
A-[illegible]

MATERIAL SOURCES:
To be [illegible] by the Engineer.

Should substitutions be made use the "CBE Total Requirement" column to obtain required base thickness and the table below for values

1.0" Asphaltic Concrete = 2.0" of Crushed Base
1.0" Oil Mat = 1.1" of Crushed Base
1.0" [illegible] Subbase = 0.8" of Crushed Base
(for Standard Specs.)
(and Supplementals.)

NOTED
F. H. ELLIOTT

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County - City (2)

Submitted by E. J. Lange
Staff Assistant

Recommended by J. C. Jenkins
Asst. Engineer of Materials

Recommended by L. L. Olson
Asst. Construction Engineer

Approved by [signature]
Asst. State Highway Engineer

SECTION. [illegible] - Amity-Dayton Hwy)

HIGHWAY: [illegible]

COUNTY: [illegible]

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT [illegible] (Total)

B. Future ADT [illegible] (Total)

C. Mean ADT [illegible] $\left(\frac{A+B}{2}\right)$

D. Design Period [illegible] Years

E. No. of Lanes 2

F. Percent Trucks [illegible] (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = [illegible] x (C) [illegible] = 1[illegible].9

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) [illegible] x (H) [illegible] % = 12

TRAFFIC COEFFICIENT = K (I) 0.119

where K = 4.66[illegible]

= [illegible].

SECTION: 9th Street (From Ash St. - Amity-Dayton Hwy)

HIGHWAY: City of Dayton

COUNTY: Yamhill

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: when constructed to present OSHD surfacing thickness standards
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See Item 12.
This is a short section (0.26± mi.) and the cost of moving rigid type paving equipment onto the project would be quite high.

S.C.A. INVESTIGATION DATA

City of Dayton Date May 1-66, 1966 Division II
Street (s) 9th Ave., 3rd St. to Fern St. No. previous projects 1
Last project 1957 (year)
Total SCA Funds to date $ 12,504

EXISTING

Surface now in place: A.C. — Oil — Gravel SOME Concrete —
Surface width: 20-30 feet, Shoulder-shoulder width: VAR. feet
C-C width: — feet, Right-of-way width: 60 feet

Remarks: Fair to poor with some fine to coarse gravel
& some dust. Traffic count is not very heavy, but
should not be used over a full 24-hour period.

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 22 feet Shoulder width: 1 feet C-C width: — feet
Thickness of: A.C. 3 inches, Leveling 2 inches, Base 11½ inches
Length: 1400 feet, .26 mile. Type curb: —

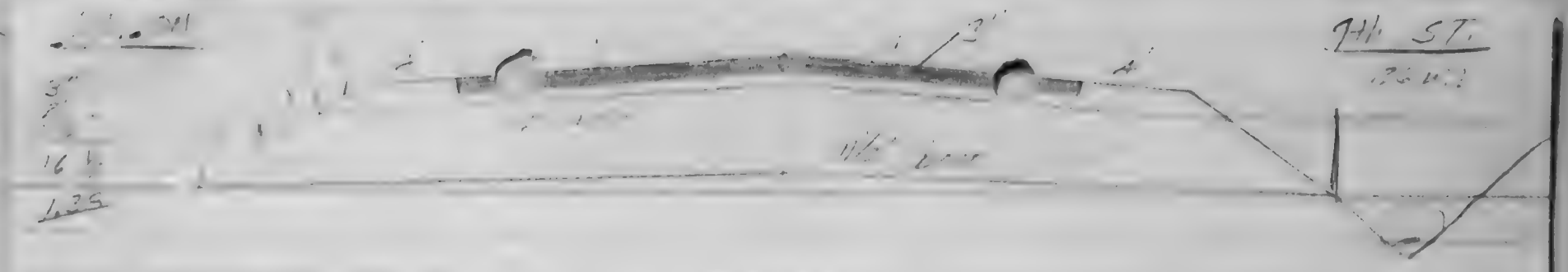
Remarks: 2" Dense type with A.C. leveling
Check final width and depth of base.
Reference

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ —
General Excavation	c.y.	3000	1.25	3,750.00
Drainage Excavation	c.y.	20	4.00	80.00
Culvert Pipe	lin. ft.	15	4.00	1,940.00
Base Material (1-1/2-0)	c.y.	2,840	4.00	11,360.00
Level Material (3/4-0)	c.y.	620	4.50	2,790.00
Asphalt	ton	662	8.00	5,296.00
Inlets	ea.	—	—	—
Manholes	ea.	—	—	—
Concrete Curbs	c.y.	—	—	—
Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	95	4.00	380.00
Extra for Approaches	ea.	17	50.00	850.00
Adjust. Inlets and M.H.'s	ea.	—	100.00	—
Other Fence	ALL	ALL	L.S.	400.00

* Items include 10% allowance.

Total	$ 26,846.00
Engineering & Contingencies (20%)	5,369.20
TOTAL	$ 32,215.20
City's Estimated Share of Survey	338.00
TOTAL ESTIMATED COST	$ 32,553.20



Common Exc. = $\frac{1.0 \times 42 \times 45 \times 1.1}{27}$ = 77 C.Y.

Ditch Exc. = $\frac{.5 \times 3.0 \times 45}{27}$ = 18 C.Y.

11½ Base = $\frac{.96 \times 32.7 \times 500 \times 1.43}{27}$ = 830 C.Y.

¾" Top = $\frac{(11-)\ .17 \times 32.7 \times 500 \times 1.4}{27} + \frac{(.5)\ .5 \times 9.0 \times 500 \times 1.43}{27}$ = 620 C.Y.

Surface = 44.1 × 15 = 662 Tons

Water = .025 × (3460) = 95 C.Y.

Cinder = 500 × .26 mi. = $390

Seeding & Sodding

Total $\frac{7,215.20}{32,215.20}$ = $338.

NOTED
RICHARD UNREIN

SCA

PROJECT DATA, CITY OF Dayton, Oregon Date 2-11-66

To be financed by Special City Allotment Fund and necessary city funds.

Street name Ninth Street between Ferry and Ash
(Locate project on attached map.)

Project length 1300 Feet

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

DESIRED STREET SECTION:

Standard roadway; width of travel way: 30 feet, width of shoulders: 3 feet

Curbed section; width curb to curb: _____ feet

Remarks _____

Surface now in place: Oil ____ Paving ____ Gravel X

Present surface width: 20-30 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No x

Give width of intersecting streets: Church St. 30'

Are intersecting streets curbed? Yes ____ No x

Remarks _____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ____ No X

Explain: _____

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No X__

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No X__

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _____feet

Remarks_____

_____

_____

STORM SEWERS -

Now in place?. Yes____ No x__

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes____ No x__

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X__ No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 13____feet

Remarks_____

_____

_____

_____

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COUNTY & CITY DIVISION

WATER MAINS: (City to adjust if required.)

Now in place? Yes _X_ No ___

If yes, how deep from present surface? Average 3 feet

Remarks _____

_____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No _X_

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No _X_ (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No _X_

Electric poles? Yes _X_ No ___

Which company? P G. E.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes _X_ No ___

Which company? Sunnyside Tele. Company

Railroad tracks? Yes ___ No _X_

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ? No ___

Clearing? Yes ___ No X

Base rock? Yes ? No ___

Concrete curbs? Yes ___ No ___

Driveways? Yes ___ No ___

Remarks City would prefer grading and applying base rock if engineering assistance is available

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date _____

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

Sewage disposal plant site

General remarks: _____

By A H Krake
Mayor

By Audrey Bentner
City Recorder or City Manager

By _____
City Engineer

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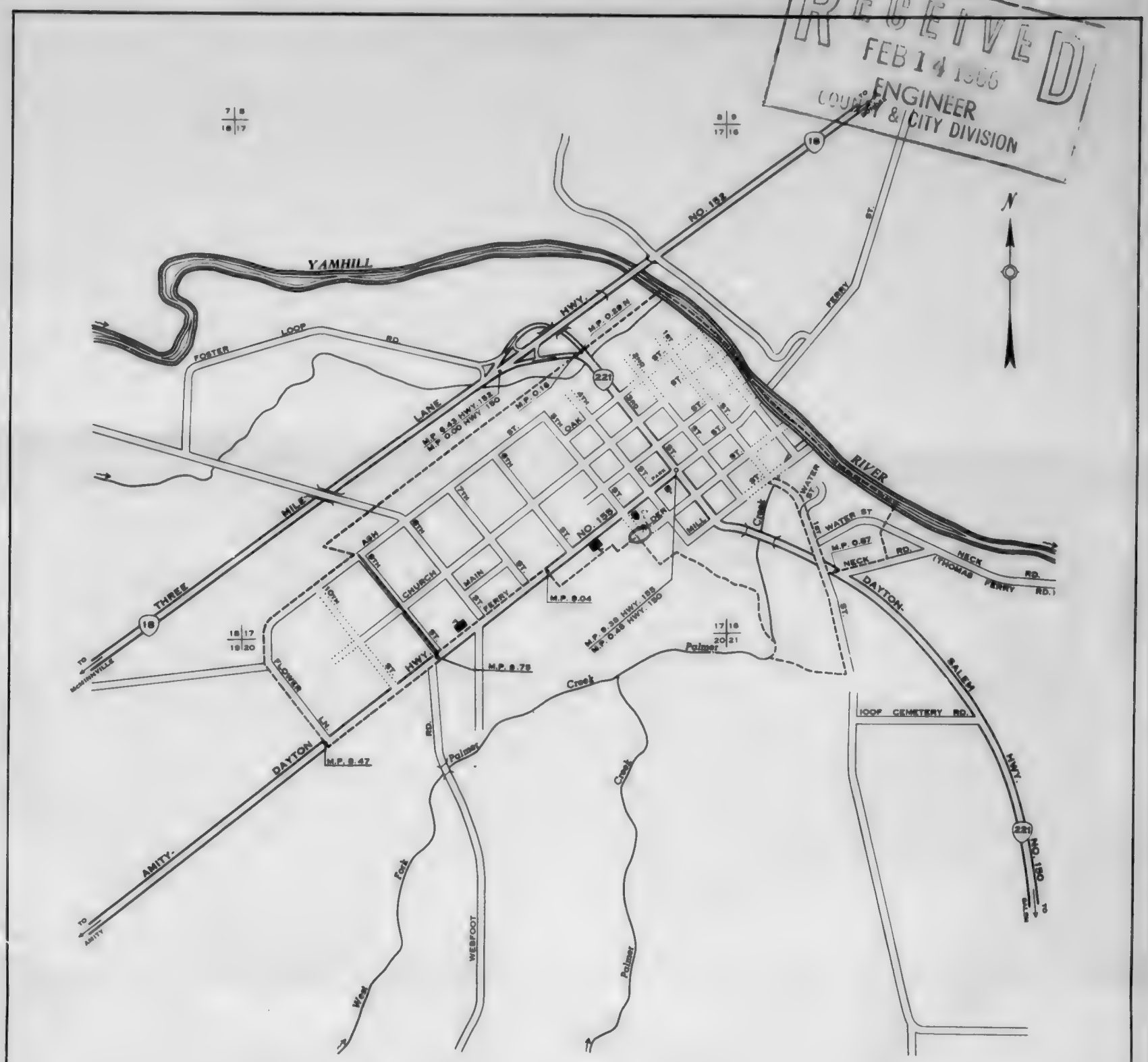
COUNTY ENGINEER
COUNTY & CITY DIVISION



SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

DAYTON

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 843

Scale in Feet

Revised July 1964

NOTED
RICHARD UNREIN

2-7-66

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Dayton is an incorporated city of the State of Oregon and has a population of 1044 as given by the latest official census; and

WHEREAS, the following streets of said city,

Nineth Street between Ferry and Ash

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ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Dayton does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Howard Williams as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 7 day of February, 1966.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Dayton at a regular or special meeting of said Council, held on the 7th day of February, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8th day of February, 1966.

Audrey Zentner
City Recorder

(cc-50, 1959 Rev.)

HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY	6	6
SECONDARY	000	000
OTHER	CO.	N.F.D.

requested repair

SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- cv – City Hall
- cr – Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

DAYTON

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 843

Scale in Feet

0 500 1000

Revised July 1964

210-1142 Garden Valley Boulevard (Mulholland Dr.) Sec. 1967
#6991 (Traffic signals)

CHA 33108

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FEB 5 - 1968
FOR FILING

210-1142

6991

February 2, 1968

St. Paul Fire and Marine Insurance Company
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 6991 awarded to Sims Electric, Inc., for a traffic signal at the intersection of Mulholland Drive on Garden Valley Boulevard in Douglas County was completed on November 10, 1967, and accepted by the Highway Commission on February 1, 1968.

Final payment in the amount of $913.00 will be released to the contractor after February 9, 1968. The total contract amount is $9,130.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Bailey and DeBernardi Insurance Inc.
830 S. E. Rose
Roseburg, Oregon 97470

L. H. Young
C. H. Maison
Attn: John Herr

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FEB 1 - 1968
FOR FILING

210-1142
6991

February 1, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed November 10, 1967, on Contract No. 6991. The contract was with Sims Electric, Inc. and was for a traffic signal at the intersection of Mulholland Drive on Garden Valley Boulevard, north of Roseburg in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 1, 1968, and that you concur in this procedure at the Commission meeting on March 5.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
Carroll Keasey

srb jes

210-1142 6991

C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Garden Valley Blvd. (Mulholland Dr.)		WEEK ENDING: 10 November 11, 1967
		SECTION PREFIX: 210-1142
HIGHWAY: Garden Valley Blvd.		COUNTY: Douglas
NAME OF JOB: Garden Valley Blvd. (Mulholland Dr.)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Sims Electric, Inc.	CONTRACT NUMBER: 6991	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 3, 1967	DATE WORK STARTED: April 20, 1967	ESTIMATED COMPLETION DATE: November 10, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 210	CALENDAR DAYS USED 210
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100%
PROJECT AUTHORIZATION: $ 10,496.25	ENGINEERING AUTHORIZATION $ 746.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99%
EXCLUSIVE OF ENGINEERING: $ 9749.85	ENGINEERING COST TO DATE $ 1,124.05	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 9,749.85		DATE PROJECT WAS COMPLETED: November 10, 1967
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 151 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 2- trucks; misc, hand tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Overcast	1		
MONDAY 6	Overcast	1		
TUESDAY 7	Overcast	1		
WEDNESDAY 8	Overcast-Showrs	1		
THURSDAY 9	Overcast	1		
FRIDAY 10	Overcast-Showrs	1		
SATURDAY				

Morgan Routing
Docker
Wood
Barbee
Wilmer
Scott

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NOV 13 1967
CONSTRUCTION
DIVISION

LLN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 5	No activity
MONDAY 6	Installing ~~wait~~walk signals and touch up painting.
TUESDAY 7	same as Monday.
8 WEDNESDAY	Same as monday.
THURSDAY 9,	Installed control equipment. Final touchup painting.
FRIDAY 10	Activated equipment. Project complete pending final inspection by ~~XXXXXX~~ William Zirbes.
SATURDAY	

REMARKS

Status: Project complete pending final inspection by William Zirbes.

SIGNED Howard E. Harris LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
APR 5 - 1967
FOR FILING

210 - 1142
6991

April 4, 1967

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

Enclosed are three copies of Contract No. 6991 for $9,130.00 awarded to you by the State Highway Commission on April 3, 1967. This contract is for traffic signal installation at Mulholland Drive on Garden Valley Boulevard in Douglas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 15, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. R. Chandler
Howard Harris

RECEIVED
APR 17 1967
FOR FILING

210-1142

6491

Agenda 4j

March 21, 1967

City of Roseburg
City Hall
Roseburg, Oregon 97470

MISC. CONTRACTS and AGREEMENTS No. 3308

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the installation of traffic signals at the intersection of Garden Valley Boulevard and Mulholland Drive in Douglas County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
MAR 13 1967
FOR FILING

210-1142

6991

5414

March 9, 1967

Oregon State Highway Commission

Gentlemen:

The Department has received requests from the City of Roseburg and Douglas County for a traffic signal at Garden Valley Road and Mulholland Street. This is near the Garden Valley Road Interchange with I-5 just northerly of Roseburg.

The project has merit and the City has offered to pay 50 per cent of the estimated $15,000 total cost. On March 6, Chairman Jackson approved calling for bids on such a project for the March 23 bid opening.

The matter will be on the agenda for the March 14 meeting for your confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. B. Crandall
C. H. Maison
L. R. Chandler
H. 3. Cox

RLP:ms cm

RECEIVED
FEB 23 1967
FOR FILING
210-1142
6441

February 21, 1967

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Roseburg covering the installation of two-phase, fully actuated traffic signals at the intersection of Garden Valley Boulevard and Mulholland Drive in that city.

This agreement provides that the State shall do the work, with the City agreeing to pay one-half the cost, maintain the installation, and pay for all electrical energy. The total estimated cost of this project is $15,000, State's share to be taken from State Construction Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the March 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
C. H. Maison
H. S. Cox
J. J. Gix
L. R. Chandler

FBC:njc bg

301-1702 Haines (3rd St.) Sec. 1967
(Grading and paving)
#6992

CHA 3263

SCA

OREGON STATE HIGHWAY DEPARTMENT Date January 9, 1968

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1967

Contract # 6992 Prefix 301-1702 Survey Prefix 301-1116

Street Third Street

City Haines

Payments to Contractor..(See attached voucher.)	$ 19,527.09
Engineering and Contingencies.....	4,303.88
Survey... Total: $ 942.20 City's Pro-rata Share.....	--
TOTAL.....	$ 23,830.97
Agreed State Share	23,830.97
Agreed City Share	$ --
City Advance Deposit	$ --

Reference: Outside Billing none

RU:mm

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY	CONTRACT NO.	ESTIMATE NO.
BAKER	6992	4

HIGHWAY	FEDERAL AID PROJECT NO.
CITY STREET	

SECTION
HAINES /3RD ST/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.7500	572.9
002	FINISHING ROADBED AND	SLOPES	MI	4,000.0000	.1
003	TRENCH EXCAVATION		CU YDS	5.0000	10.7
004	WATERING		M-GALS	4.5000	162.0
005	3/4IN-0 MATERIAL IN BASE		CU YDS	3.7500	574.0
006	STONE BASE		CU YDS	3.7500	2,136.9
007	CLASS B ASPHALT	CONCRETE	TONS	9.5000	473.8
( )	12-INCH CULVERT PIPE		LIN FT	3.2500	550.0
009	EXTRA FOR A C CONC	APPROACHES	ONLY	45.0000	12.0
010	EXTRA FOR A C CONC	WALKS	SQ YDS	2.6000	25.6

DATE 09/27/67 6992	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO. 8946	% RETAIED ON CONTRACT ITEMS
CHECKED BY: AW/md (CP)	FORCE ACCOUNT
ENGINEER OR AUDITOR L. V. Blickenstaff	TOTAL PAYMENTS

	CONTRACT NO. 6992	ESTIMATE NO. 4 F	PREFIX NO'S. 301-1702-204 (41) 1,005.03 Dr.
	FEDERAL AID PROJECT NO.		

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
CU YDS	1.7500	572.900	1,002.58	1,002.58	
MI	4,000.0000	.170	680.00	680.00	
CU YDS	5.0000	10.780	53.90	53.90	
M-GALS	4.5000	162.000	729.00	729.00	
CU YDS	3.7500	574.000	2,152.50	2,152.50	
CU YDS	3.7500	2,136.900	8,013.38	8,013.38	
TONS	9.5000	473.860	4,501.67	4,501.67	
LIN FT	3.2500	550.000	1,787.50	1,787.50	
ONLY	45.0000	12.000	540.00	540.00	
SQ YDS	2.6000	25.600	66.56	66.56	

RECEIVED
OCT 9 - 1967
FOR FILING

301-1702

6992

October 4, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6992 awarded to Baker Redi-Mix, Inc., for grading and paving on 3rd Street in the city of Haines in Baker County was completed on August 23, 1967, and accepted by the Highway Commission on October 3, 1967.

Final payment in the amount of $1,005.03 will be released to the contractor after October 11, 1967. The total contract amount is $19,527.09 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

wln

cc Baker Redi-Mix, Inc.
P. O. Box 372
Baker, Oregon 97814

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 4 - 1967
FOR FILING

301-1702

6992

October 3, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 23, 1967, on Contract No. 6992. The contract was with Baker Redi-Mix, Inc., and was for grading and paving of Third Street in the town of Haines in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 3, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

srb kf

301-1702

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Haines (3rd. St.)		WEEK ENDING: Sept. 22, 1967
		SECTION PREFIX: 301-1702
HIGHWAY: City Street		COUNTY: Baker
NAME OF JOB: Haines (3rd. St.) Sec.	KIND OF WORK: Grading & Paving	
CONTRACTOR: Baker Redi-Mix, Inc.	CONTRACT NUMBER: 6992	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 17, 1967	DATE WORK STARTED: May 17, 1967	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 85	CALENDAR DAYS USED: 85
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $22,613.06		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $21,005.02	ENGINEERING AUTHORIZATION: $1,608.04	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $19,527.09	ENGINEERING COST TO DATE: $3,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103
ESTIMATED PERCENT: OVERRUN / UNDERRUN + 2.7%	PERCENT OF AUTHORIZATION 230%	DATE PROJECT WAS COMPLETED: August 23, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.17	0.17			0.17
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.17	0.17			0.17
TOTAL ESTIMATED QUANTITIES (CONTRACT)	800	2,680			550
TOTAL QUANTITIES CORRECTED TO DATE	572.9	2,710.9			473.86
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	572.9	2,710.9			473.86
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair all week			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Morgan — Pease

Decker — Morelock

Bond — Trout

Barbee — Scott

Walker — Wills

Glenn — Litchfield

Swan — Olson

RECEIVED
SEP 25 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This project is completed and the semi-final estimate has been submitted to the division office.

Final Report.

SIGNED J. V. Blickenstaff LOCATION Baker

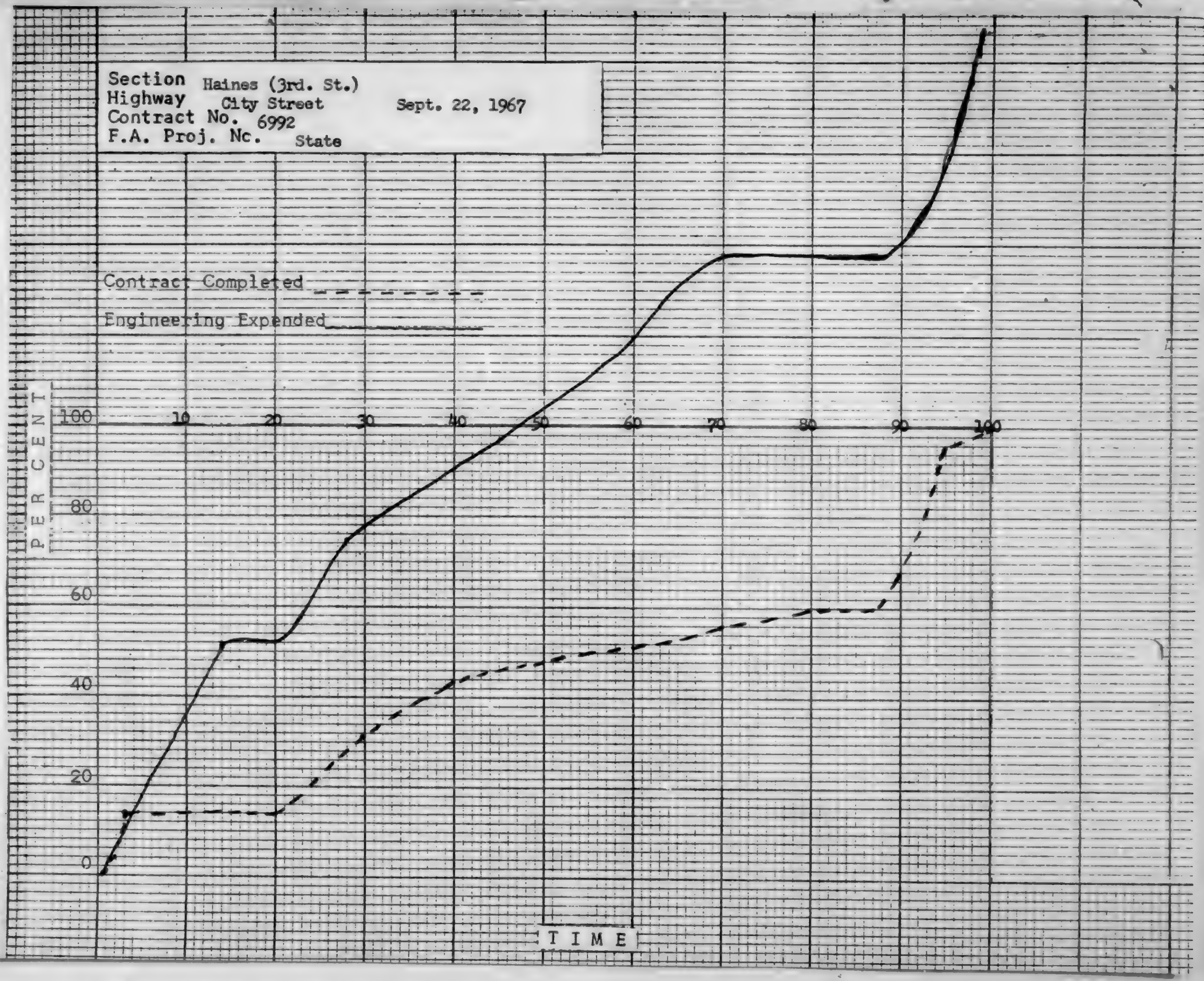
PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Section Haines (3rd. St.)
Highway City Street Sept. 22, 1967
Contract No. 6992
F.A. Proj. Nc. State

Contract Completed _ _ _ _ _ _ _ _ _

Engineering Expended _____



SCM

TOWN OF HAINES

HAINES, OREGON

September 2, 1967

Mr. L. V. Blickenstaff
State Highway Department
P.O. Box 269
Baker, Oregon 97814

Dear Mr. Blickenstaff:

This is to inform you that the City Council has inspected the pavement project on Third Street between the Highway and Wilcox Street and find the work entirely satisfactory.

We wish to take this opportunity to thank the State Highway Department for this project, and for the manner in which it was handled.

Yours very truly,

Delbert S. Hall

Mayor

DEH:LIC

RECEIVED
SEP 25 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
MAY 19 1967
FOR FILING
301-1772
6992

May 18, 1967

Baker Redi-Mix, Inc.
P. O. Box 372
Baker, Oregon 97814

Gentlemen:

Enclosed are three copies of Contract No. 6992 for $20,160.50 awarded to you by the State Highway Commission on May 17, 1967. This contract is for grading and paving on 3rd Street in the City of Haines in Baker County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 31, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SI&C)
A. F. Parsen
L. V. Dilsheimer

SCA
Haines

Hwy 7 [illegible]
Erkin

4-3-67

NOTED
H. S. COX

General Excavation, Unclass.	[illegible]	[illegible]	1000 -
Finishing Roadbed and Slopes	[illegible]	[illegible]	340 -
Trench Excavation	[illegible]	[illegible]	90 -
Watering	[illegible]	5.00	350 -
3/4"-0 Material in Base	[illegible]	[illegible]	2010 -
Stone Base	2240	4.60	10304 -
~~3/4"-0 Aggregate in Prime Coat~~	~~[illegible]~~	~~[illegible]~~	
~~M.C. 250 Asphalt in Prime~~	~~[illegible]~~	~~[illegible]~~	
Class "B" Asphalt Conc.	500	13.50	6875 -
12-inch Culvert Pipe	[illegible]	[illegible]	1510 -
Extra for R.C. Conc. Apron	[illegible]	4.50	450 -
Extra for R.C. Conc. Wall	[illegible]	2.00	[illegible] -
			23779 -
		Engr. & Cont. 12 %	2972.38
			$ 26751.38
		Est. City share of P.E.	163.67
			$ 26,915.05

FINAL before b.ds

RECEIVED
APR - 3 1967
ENGINEER
COUNTY & CITY DIVISION

$\frac{\$\ 1.751.38}{\$\ 26\ 751.38} \times \$\ 2500 = \$\ 163.67$

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

+80 3331.95

1+67.07

← To Baker

Old Oregon Trail Hwy U.S. 30

Beginning of Project
Sta. 2+00

Fire Hyd.

+20 Inst. 12" Pipes 22' Lt & 22 Rt.
Trench Excav. 1.0 Cy.

City Water Main

+70 Inst 12" Pipes 54' Lt & 54' Rt.
Trench Excav. 2.0 Cy.

COLE ST.

Existing Sidewalk

+20 Inst. 12" Pipes 22 Lt.
& 22 Rt
Trench Excav. 1.0 Cy.

THIRD STREET

HAINES

Fire Hyd.

City Water Main

+70 Inst 12" Pipes 54' Lt & 54' Rt.
Trench Excav. 2.0 Cy.

AVY ST.

3-21-67

1340

1335

1330

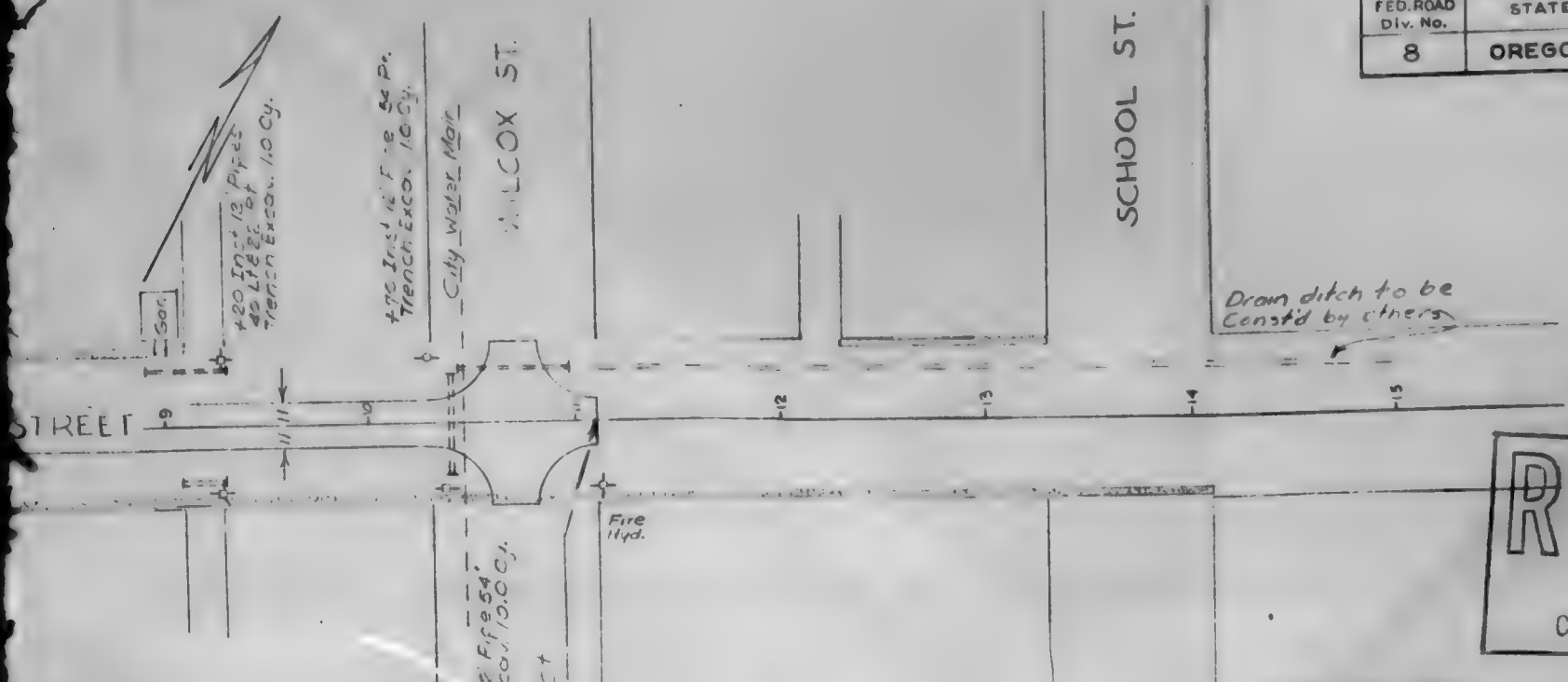
3325

3320

+70 3325.70

Plan Scale

THIRD ST. (HAINES) SEC. CITY STREET BAKER COUNTY Fed. 1967				SHEET No
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

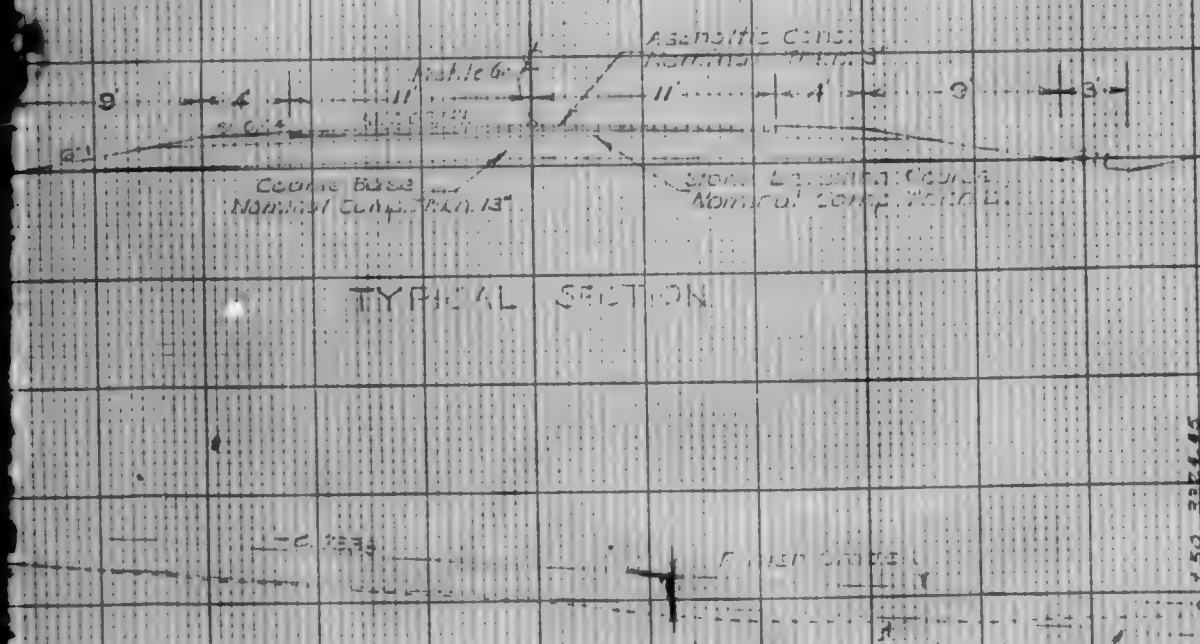


NOTED
RICHARD UNREIN

RECEIVED
MAR 23 1967
ENGINEER
COUNTY & CITY DIVISION

APPROVED
CITY OF Haines
BY MAYOR Milton E Hall
BY RECORDER Mrs. Lois Co
DATE March 21, 1967

Plan Scale: 1" = 50'



NOTED
MAINOR C. HOLMES

NOTED
DON HARWEL

THIRD ST. (HAINES) SEC. CITY STREET BAKER COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON			

WILCOX ST

SCHOOL ST.

Drain ditch to be Constd by others

NOTED
RICHARD UNREIN

RECEIVED
MAR 23 1967
ENGINEER
COUNTY & CITY DIVISION

Fire Hyd.

End of Project Sta. 11+10

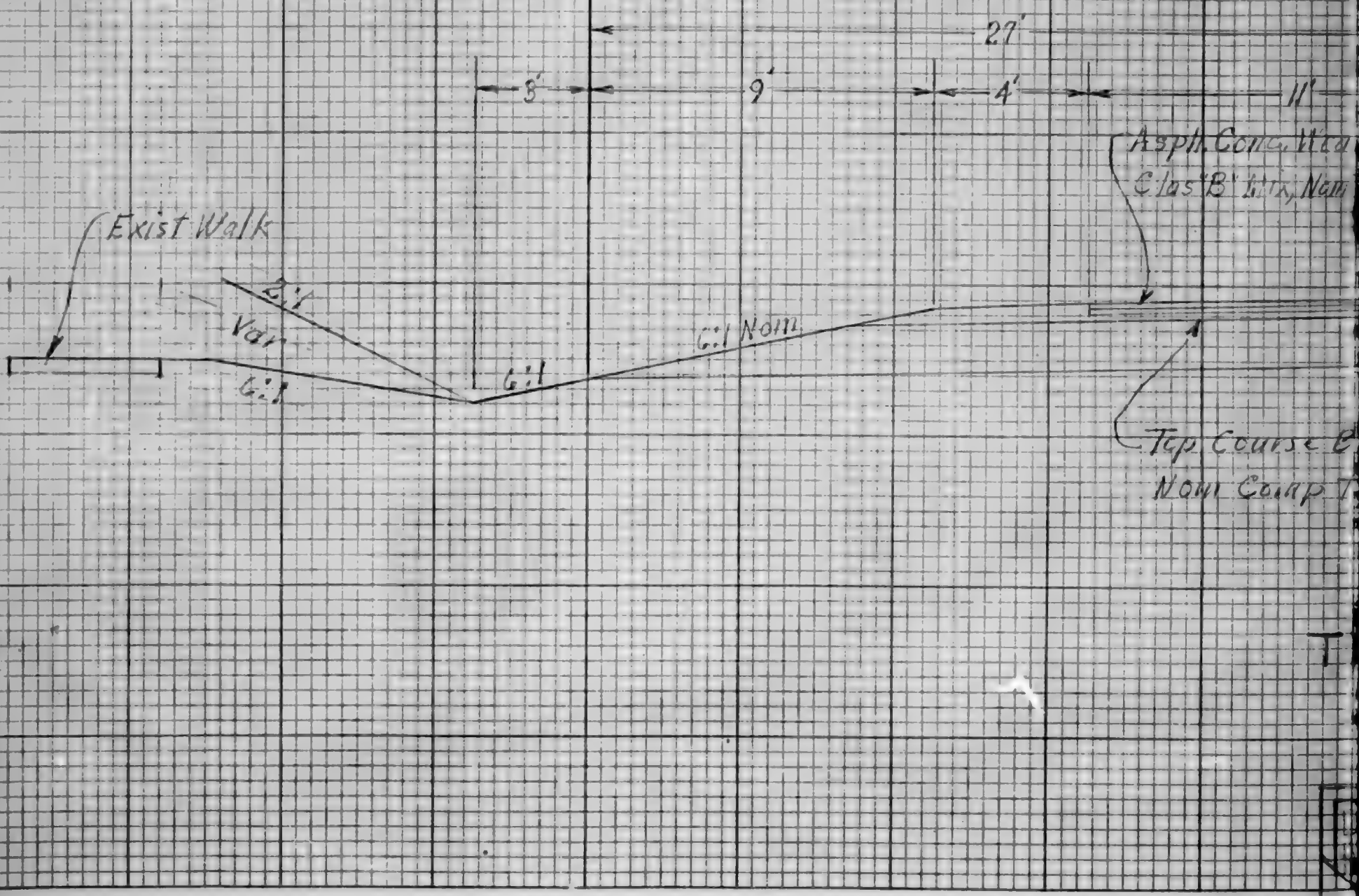
NOTED
H. S. COX

APPROVED
CITY OF Haines
BY MAYOR Wilbur E Hall
BY RECORDER Mrs. Lois Coles
DATE March 21, 1967

TYPICAL SECTION

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL


27'
5'
9'
4'
11'
Asph. Conc. Mix
Class 'B' Mix, Nom
Exist Walk
2:1
Var.
6:1
6:1
6:1 Nom.
Top Course C
Nom Comp T

NOTED
RICHARD UNREIN

27'

11'

4'

9'

3'

Wearing Surface
Nom Thick 1½"

Asph Conc Base Course
Class B Nom Thick 1½"

SLOPE

SLOPE

C.L. Nom

C.L.

Base Course (Under Part 2"
Nom Thick) (Incl. Prime Coat)
Combined Max.

Bottom Course Base
Nom Comp Thick 13"

TYPICAL SECTION

APPROVED
CITY OF

BY MAYOR

BY RECORDER

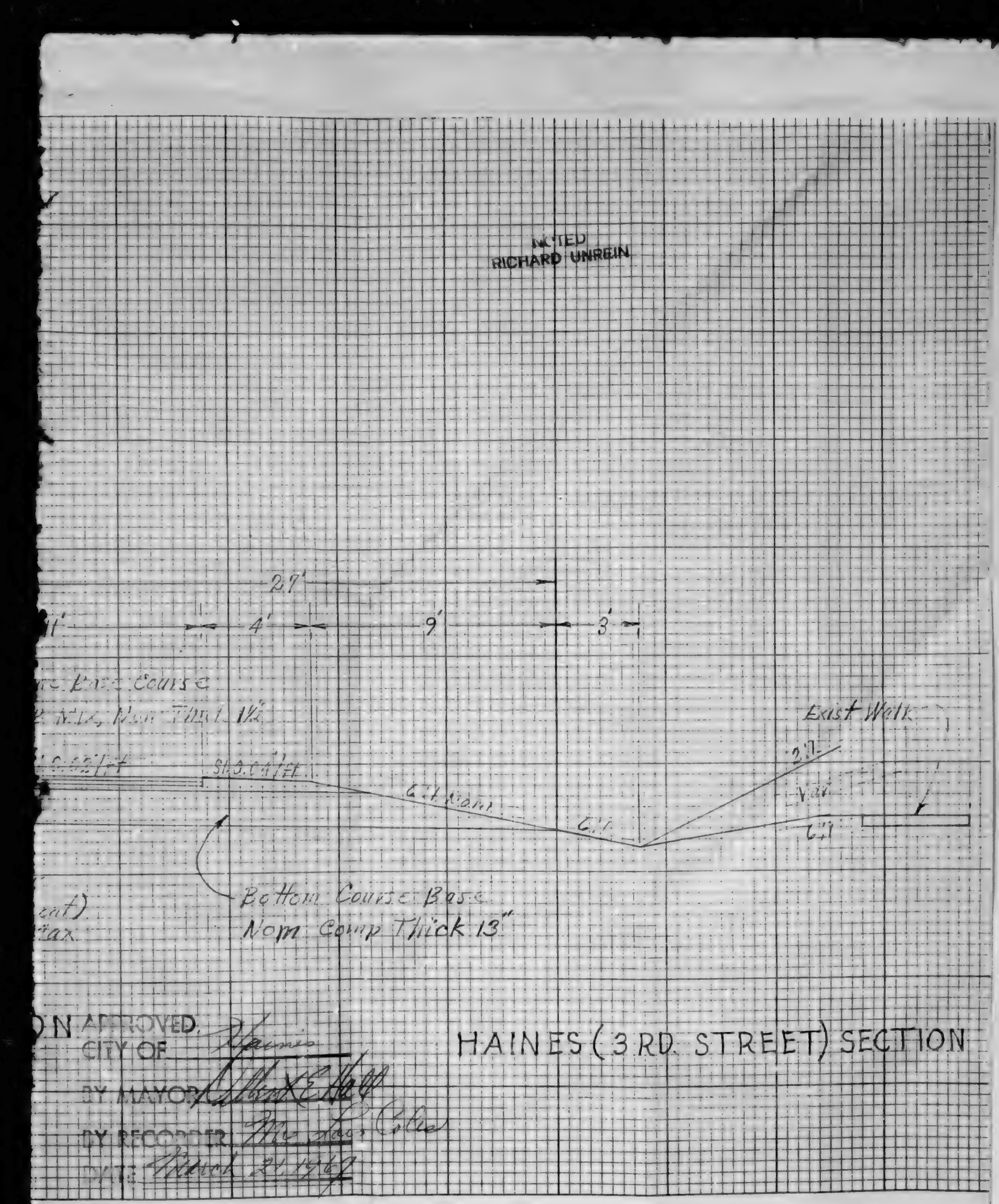
DATE

HAINES (3 RD. ST

RECEIVED
JUL 23 1967
ENGINEER
COUNTY & CITY DIVISION

PRINTED IN U.S.A.

M. TED
RICHARD UNREIN



ON APPROVED,
CITY OF
BY MAYOR
BY RECORDER
DATE March 21 1962

HAINES (3RD. STREET) SECTION

"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO.

March 9, 1967

Honorable Delbert E. Hall
The Mayor
City Hall
Haines, Oregon 97833

NOTED
H. S. COX

Dear Mayor:

Our design section is now in the process of preparing plans for the 3rd Street 1967 Special City Allotment project in Haines. The proposed design for this project basically provides that the new work will be constructed upon the existing roadway. This is being done to keep the cost of the project within the means of the City. Our designers note that this design may be objectionable to the City, as the center of the new street section will be approximately 18 inches above the concrete sidewalks which parallel this street.

Enclosed are two prints showing the existing grade of 3rd Street and the proposed grade line. Also enclosed are two typical sections showing the relation of the sidewalks to the proposed new construction. Please review, and if you approve, please return one copy of each with your approval noted thereon.

To alleviate this possible objectionable section would entail an additional expense of approximately $5,000.

Your earliest consideration of this matter would be appreciated, as the design of this project is being held up until we hear from you.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr
Encl.

bc: F. L. Hall
A. F. Parson

NOTED
P. B. Anonmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Salem, Oregon
February 24, 1967

1967 Special City Allotment Project
3rd Street
City of Haines

Mr. J. E. Morelock

O F F I C E

The survey data on the above named section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RUsar
Att.

NOTED
MAINOR C. HOLMES

NOTED
DON HA[illegible]

3rd. Street (Unlines) Section
City Street
301-1416
L. V. Blickenstaff Feb. 1967

NARRATIVE REPORT

There is no drainage now on this street. The water gathers in pockets [illegible] between the street intersections and eventually disappears. In order to make this street drain, a ditch will have to be constructed from the end of the project at Wilcox Street along the northerly side of 3rd. Street to Approx. Sta. 17+00 at which point there is an existing deep roadbed ditch.

Between Wilcox Street and Sta. 17+00 there should be a culvert pipe at the alley at Sta. 12+50, a pipe under School Street and pipes under 2 approaches between Sta. 15 and 16 for a total of Approx. 120 Lin. Ft. of 12" pipe. The Mayor, Mr. Delbert E. Hall, informs me that he believes the County will construct this ditch and the City will furnish the pipe if necessary.

The grade line as we have layed it does not meet the existing ground at the end of the project at Wilcox Street but I believe it should be kept high and the excavated material from the project used to build up the area east of Wilcox Street, and other areas.

I have checked with Base & Redi-Mix and they say they can furnish crushed rock for $3.00 per Cu. Yd. plus 10¢ per Yd. Mi. haul. They can also furnish asphaltic concrete for $7.50 per ton plus 10¢ per ton mile haul.

L. V. Blickenstaff
Resident Engineer

ESTIMATE OF COST

THIRD STREET (HAINES) SECTION
CITY STREET
BAKER COUNTY

GRADING AND PAVING

No.	Item	Unit	Quantity	Unit Price	Amount
1.	General Excavation	c.y.	350	$ 2.00	$700.00
2.	Finishing Roadbed and Slopes	mile	0.17	500.00	85.00
3.	Trench Excavation	c.y.	20	5.00	100.00
4.	Watering	M-gal.	75	5.00	375.00
5.	Coarse Crushed Material in Base	c.y.	2200	4.60	10,120.00
6.	3/4"-0" Material in Base	c.y.	425	4.60	1,955.00
7.	3/4"-0" Aggregate in Prime Coat	c.y.	30	5.00	150.00
8.	MC - 250 Asphalt in Prime Coat	ton	4	75.00	300.00
9.	Asphalt Concrete Pavement	ton	550	12.50	6,875.00
10.	12 inch culvert pipe	lin ft.	500	3.00	1,500.00
					$22,160.00
	Engineering and Contingencies 20%				4,432
					$26,592.00
	Est. Share P.E. =				-149.67
	TOTAL →				$ 26,711.67

RECEIVED
FEB 20 1967

301-1702
6992

February 20, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3263

City of Haines
City Hall
Haines, Oregon 97833

Gentlemen:

Enclosed for your files is a fully executed copy of a special street fund agreement with the City of Haines in Baker County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
JAN 13 1967
FOR FILE

1-11-67

Prefix No. 301-1416

LOCATION PROSPECTUS
3RD STREET SECTION
CITY OF HAINES
BAKER COUNTY

HIGHWAY: 3rd Street, city of Haines. Not on Federal-aid or State system.

TERMINI: The westerly terminus is at the intersection of 3rd Street and Front Street. The easterly terminus is at the intersection of 3rd Street and Wilcox Street.

LENGTH: The total length of the project is 0.17 mile.

PROGRAM: 1967 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. No reconnaissance is necessary. The survey need not be tied to the Lambert Grid System. Drainage studies will be made and any problems resolved. Soils investigations will be conducted.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot crushed rock shoulders.

BASE DESIGN: The tentative base design for construction is:

Paving	3" Asphalt Concrete
Top Course Base	2" Leveling
Bottom Course Base	13" Coarse Crushed
Total Depth	18"

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OFFICE OF
STATE HIGHWAY ENGINEER

MATERIAL SOURCES: Investigations for material sources will be made during the survey and tied to the project.

ADDITIONAL FACILITIES: No railroad or stream crossings. The City will adjust water mains, sewers, etc., if required.

AGREEMENTS: Routine negotiations for Special City Allotment Project.

January 11, 1967
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
TOM EDWARDS

Form E-38

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

FILED
RICHARD UNREIN

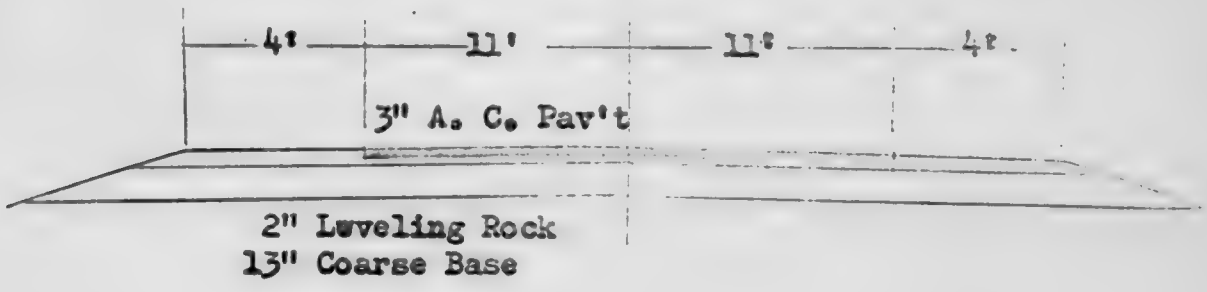
Section 3 rd Street (Haines) Date December 27, 1966

Highway City Street Authorization No. 1

County Baker Division 5 Survey Prefix 301-1416 ✓
(Assigned by Salem office)

Description of termini, route, length, etc.:

Beginning at Front Street and 3 rd Street; thence easterly along 3 rd Street to Wilcox Street, a distance of 0.17 miles.



Typical Section

Purpose of survey:

Prepare plans, specifications and estimate of cost for reconstruction of city street

Estimate of cost:

Survey	(901)	.17 mile at $ 10,000	$ 1,700
Geology and soinls	(910)		300
Plans	(905)		500

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,500

Previous authorization . . . . . -

Additional authorization requested . . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

To be assigned
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

D. J. Barber
Ass't Construction Engineer

Approved:

Ass't State Highway Engineer

State Printing

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

RECEIVED DEC 1 2 1966

Section 3rd Street Highway City of Haines County Baker Prefix

Res. Engr. Approx. Length 0.23+ Miles. Sta. to Sta. Date 11-

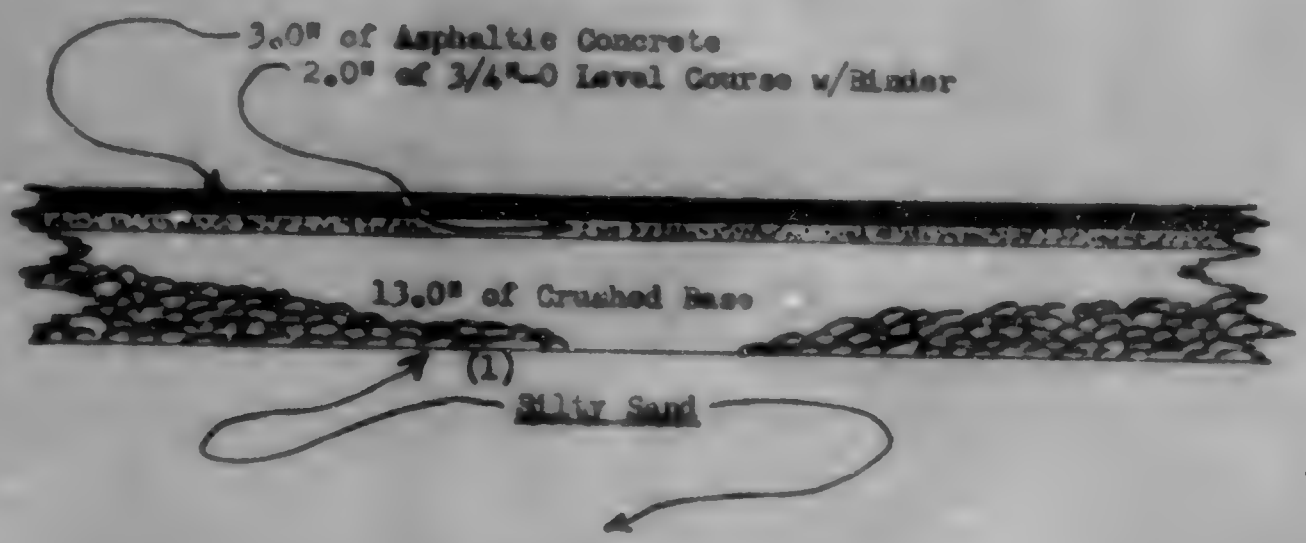
Truck A.D.T. 11 Traffic Coefficient 6.2 18 kip s.a. per day 7.7.

Annual Precipitation 19"± (Rock Creek) Frost Penetration *36"±.

(1)
Typical Soil
21 LL
0 PI
87 %P 10
44 %P200
13 %Gravel
14 % Sand
29 % Sand
37 %Silt
7 %Clay
28 "R" Value
[redacted]

AASHO CLASSIFICATION:
A-4-(2)

MATERIAL SOURCES:
To be determined by the Engineer



*See remarks on Page 2.

	CBE Total Req.	Credit	Actual Thick.	
		6.0	3.0	AP
		2.0	2.0	Level
		13.0	13.0	Cr. Base
	16.0	21.0	18.0	

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
(County - City) (2)

NOTED IN FILE

Submitted by E. J. Engen for Staff Assistant

Recommended by D A Nichols Engineer of Materials

Recommended by A L Parker for Construction Engineer

Approved by M Kahoe Asst. State Highway Engineer

3rd Street
City of Haines
Baker County

"The total surfacing thickness has been increased to equal ½ the reported maximum depth of frost penetration.

The existing base averaged about 4.0" in depth. "No Credit" was allowed this material as the four samples tested indicated it was "frost susceptible," an excess of material passing the #200 sieve.

Gravel, rock, or sandy material with a maximum of 8% passing the #200 sieve could replace the bottom 5.0" of course base, if desired.

Should substitutions be made use the "CBR Total Requirement" column to obtain required total thickness and table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specs.) (plus Supplementals)	=	0.8"	Crushed Base

SECTION: (From OOT - School Ave.) 3rd Street

HIGHWAY: City of Haines

COUNTY: Baker

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 350 (Total)

B. Future ADT 525 (Total)

C. Mean ADT 438 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 2.5 x (C) 438 = 11

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 11 x (H) 100 % = 11

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 6.2

SECTION: 3rd Street

HIGHWAY: City of Haines

COUNTY: Baker

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: When constructed to present OSHD surfacing thickness standards.

5. Cost Comparisons: None made - see remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.

13. Traffic Safety: See remarks

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See Items 6 and 12.

S.C.A. INVESTIGATION DATA

City of Haines Date Aug 17, 1966 Division V
Street (s) [illegible] to Main
No. previous projects 1
Last project 1955 (year)
Total SCA Funds to date $ 8157

EXISTING

Surface now in place: A.C. — Oil — Gravel X Concrete —
Surface width: 22 feet, Shoulder-shoulder width: 28+- feet
C-C width: — feet, Right-of-way width: 80 feet

Remarks: [illegible] Street with chuck holes, Seward School, Museum and Council chamber with Power Pole and Service. Project City has very limited funds.

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 22 feet Shoulder width: 4 feet C-C width: — feet
Thickness of: A.C. 3 inches, Leveling 2 inches, Base 13 inches
Length: 920 feet, 0.17 mile. Type curb: —

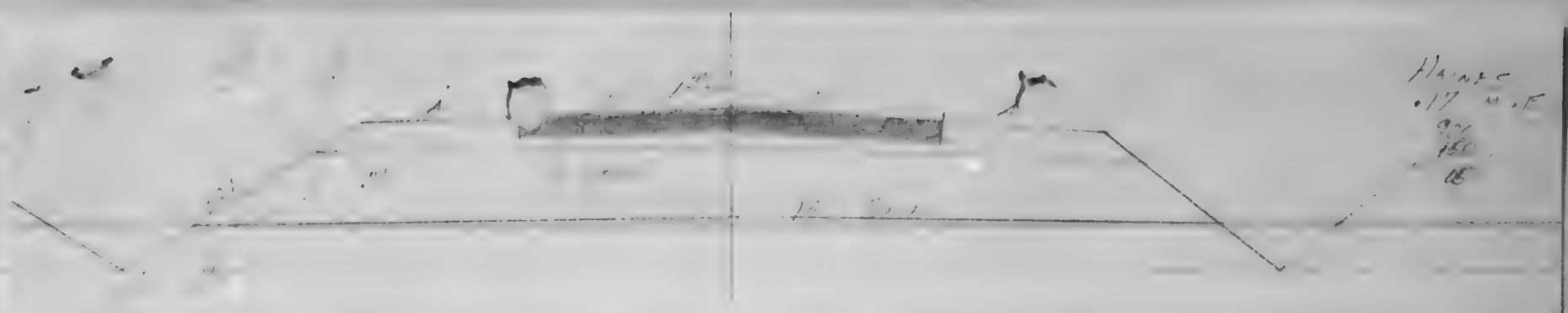
Remarks: [illegible] and ditch
[illegible] Drainage can be improved where much soil is past and water stagnates in often days. City is aware of problem.

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ —
General Excavation	c.y.	2,500	1.50	3,750.00
Drainage Excavation	c.y.	50	4.00	200.00
Culvert Pipe 12"	lin. ft.	350	3.75	1,312.50
Base Material (1-1/2-0)	c.y.	1,700	4.50	7,650.00
Level Material (3/4-0)	c.y.	400	5.00	2,125.00
Asphalt	ton	1,100	6.00	6,510.00
Inlets	ea.	—	—	—
Manholes	ea.	—	—	—
Concrete Curbs	c.y.			
Concrete Walks and Drives	sq. yd.			
Watering	M/gal.	60	4.00	240.00
Extra for Approaches	ea.	7	50.00	350.00
Adjust. Inlets and M.H.'s	ea.	—	—	—
Other Grade				250.00

* Items include 10% allowance.

Total	$ 28,547.50
Engineering & Contingencies (20%)	4,507.50
TOTAL	$ 27,057.00
City's Estimated Share of Survey	75.00
TOTAL ESTIMATED COST	$ 27,132.00



Maine
.17 M.E
9%
150
05

Cut [illegible] = [illegible] 2,100 C.Y.

[illegible] = 20 x 2.0 = 52 C.Y.

[illegible] = 1.05 x 35.8 x [illegible] 1,650 C.Y.

[illegible] = [illegible] x [illegible] + .17 x [illegible] = 425 C.Y.

[illegible] = 47 x 3.5 = 165 Ton

Water = [illegible] 12 M-Gal.

Binder = [illegible] 5 40

Sand = [illegible]

[illegible] 2,000 / 2,735 = 5 475

SCA

NOTED
RICHARD UNREIN

PROJECT DATA, CITY OF HAINES, OREGON Date June 15 1966

To be financed by Special City Allotment Fund and necessary city funds.

Street name Third Street from Front Street to School Street.
(Locate project on attached map.)

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JUN 17 1966
ENGINEER
COUNTY & CITY DIVISION

Project length 4 Blocks

DESIRED STREET SECTION:

Standard roadway; width of travel way: 30 feet, width of shoulders: 6 feet

Curbed section; width curb to curb: None feet

Remarks

NOTED
H. S. COX

Surface now in place: Oil ____ Paving ____ Gravel ✓

Present surface width: 25 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 80 feet

Additional right-of-way required? Yes ____ No ✓

State to furnish right-of-way descriptions? Yes ____ No ✓

Give width of intersecting streets: 2 ft St. 80 FT right-of Way.

Are intersecting streets curbed? Yes ____ No ✓

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No ____

Width between present curbs: ____ feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes ____ No ____

Length of desired radius on curb returns: ____ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: No Curbs

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - -

Are sidewalks now in place? Yes ✓ No___

Present sidewalks, Length: _____feet; Width: 4 feet

Distance between present sidewalks: 72 feet

Are sidewalks to be constructed as part of project? Yes___ No ✓

Width of sidewalks to be constructed: NONE feet

Are sidewalks to be constructed only on one side of street? Yes___ No ✓

Are sidewalks to be constructed on both sides of street? Yes___ No ✓

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks_____

_____

_____

STORM SEWERS -

Now in place?. Yes___ No ✓

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No___

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes___ No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: _____feet

Remarks NO NEED FOR STORM SEWERS

HAVE NO SEWER

NOTED
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes ✓ No ___

If yes, how deep from present surface? 3½ to 4 feet

Remarks _____

_____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ✓ No ___

Asphaltic concrete? Yes ___ No ✓

Portland cement? Yes ___ No ✓

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ✓ (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No ___

Electric poles? Yes ✓ No ___

Which company? Cal. Pac. Fic.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ✓ No ___

Which company? Haines Tel.

Railroad tracks? Yes ___ No ✓

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks _____

_____

SCA

NOTED
RICHARD UNREIN

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ✓

Clearing? Yes ___ No ✓

Base rock? Yes ___ No ✓

Concrete curbs? Yes ___ No ✓

Driveways? Yes ___ No ___ ✓

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes ___ No ✓

When available? Date _____

Has city established grade on street? Yes ___ No ✓
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

To Be Used for Fills on other Streets

General remarks: _____

By R L Pullen
Mayor

By _____
City Recorder or City Manager

By _____
City Engineer

NOTED
RICHARD UNREIN

SIGNED ROUTES

INTERSTATE 0
US 00
ORE 00

LEGEND

Post Office
Public Bldg
CH – City Hall
CT – Court House
A – Armory
L – Library
School
R R Depot
Street open for travel
Street dedicated but not open
City Limits

HAINES

BAKER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 300

Scale in Feet

Revised April 1965

4.9.92

4.12.64

NOTED
RICHARD UNREIN

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Haines is an incorporated city of the State of Oregon and has a population of 300 as given by the latest official census; and

WHEREAS, the following streets of said city, _____

Third Street between Front Street and the School House

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MAY 3 - 1965
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of Haines does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate R. L. Pullen as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 12th day of April, 1966.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Haines at a regular or special meeting of said Council, held on the 12th day of April, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 1st day of May, 1966.

Mrs. Lois Colver
City Recorder

(cc-50, 1959 Rev.)

CJF-24(1) Powell Valley Rd.-Duncan Rd. Sec., Mt. Hood Hwy. (Screen planting) 1967

#6993

RECEIVED
DEC 12 1968
FOR FILING

CJF-24(1)
6993

December 12, 1968

United States Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6993 awarded to All-City Tree & Landscape Service for screen planting on the Powell Valley Road-Duncan Road Section of the Mt. Hood Highway in Clackamas County was completed on November 15, 1967, and was accepted by the Highway Commission on December 11, 1968.

Final payment in the amount of $414.00 will be released to the contractor after December 19, 1968. The total contract amount is $3,455.30 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
cc: All-City Tree & Landscape Service
29 N.E. 148th Avenue
Portland, Oregon 97230

bc: Mr. L. W. Rulien
Mr. Frank Morgan
Mr. C. H. Maison
Attn: Mr. John Herr

RECEIVED
DEC 11 1968
FOR FILING

CJF-24(1)
6973

December 11, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed November 15, 1967, on Contract No. 6993. The contract was with All-City Tree and Landscape Service and was for screen planting on the Powell Valley Road-Duncan Road Section of the Mt. Hood Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 11, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien

RECEIVED
DEC 10 1968
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

CJF-24(1)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 21, 1968

Mr. R. B. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 6993
Prefix 3-0701
FAP CJF-24(1)

Dear Sir:

The replacement planting work under Contract No. 6993, Powell Valley Road-Duncan Road Section of the Mt. Hood Highway in Clackamas County, was completed November 5, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. B. KLABOE

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date ~~December 2, 1968~~

Conditions noted on above date:

None.

VG:fw
bc: Forrest Cooper
F. D. Morgan

R. B. Simpson
Division Engineer

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DEC 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

CJF-24(1)
6993

FORM F-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Powell Valley Rd.- Duncan Rd.	WEEK ENDING: November 15, 1968
	SECTION PREFIX: 3-0701
HIGHWAY: Mt. Hood	COUNTY: Clackamas
NAME OF JOB: Powell Valley Rd.-Duncan Rd. Screen Planting	KIND OF WORK: Screen Planting
CONTRACTOR: All City Tree and Landscape Service	CONTRACT NUMBER: 6993
	FEDERAL AID PROJECT NUMBER: CJF-24 (1)
DATE OF CONTRACT: May 19, 1967	DATE WORK STARTED: November 7, 1967
	ESTIMATED COMPLETION DATE: Plant Establishment Period Ended October 15, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS
	WORK DAYS USED
	SPECIFIED CALENDAR DAYS
	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE
	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 4,437.00	
EXCLUSIVE OF ENGINEERING: $ 4,121.48	ENGINEERING AUTHORIZATION $ 315.52
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,455.30	ENGINEERING COST TO DATE $ 311.63
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 16.16%	PERCENT OF AUTHORIZATION 99 %
	DATE PROJECT WAS COMPLETED: November 15, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Ben GIFFORD

NOTED
R. D. CHURCH

C.I.S.T

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Nov. 10 SUNDAY	No Work All Week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
Nov. 15 FRIDAY	
Nov. 9 SATURDAY	No Work All Week

REMARKS

Final Inspection was made of project on Wednesday, November 6, 1968. Present were Willis Graffe, B.P.R.; Don Haller, Ass't. Div. Engr.; Don Shuler, Landscape Architect; Mark Astrup, Landscape Engineer. Project was accepted.

Post-Semi-Finalis being compiled and should be submitted by November 20, 1968.

SIGNED Maurice D. Payne LOCATION Milwaukie, Oregon

Maurice D. Payne

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

APR 10 1967

Fred W. Hill, Highway Engineer
Salem
Fed. Aid
Junkyard Control

April 6, 1967

Mr. A. W. Peterson
Division Engineer
Department of Transportation
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon

Advertising Control and
Junkyard Control Funds
Fiscal Year 1967

Dear Sir:

We hereby request, in accordance with PM 21-11-65, we be allocated additional Junkyard Control Funds (Appn. Code 697) in the amount of $14,194. This request is based on the following listed junkyard Control Project, for which we intend to obligate Federal Funds prior to June 30, 1967.

Under Contract	Total Cost	Federal Funds
1. Wolf Creek-Medford Section		
Project CJ I-5-1(1)°	$ 7,953	$ 5,964
Project CJ I-5-2(1)°	15,709	11,781
Proposed for Contracting Prior to June 30, 1967		
2. Powell Valley-Duncan Rd. Section		
Project CJF-2(1)°°	$ 7,481	$ 5,610
3. Halsey-Harrisburg Section		
Project CFJ-3(2)°°	4,042	3,031
4. Eugene Section		
Project CJF-3(1)°°	22,483	16,843
5. Sunset Camp-N. Plains Section,		
Sunset Hwy., MP 45.58,		
Washington County	6,500	4,875
6. Washburn-Sunset Hwy. Jct.,		
Wilson River Hwy., MP 42.74,		
Washington County	5,500	4,125

	Total Cost	Federal Funds
7. Gold Beach Section, Oregon Coast Hwy., MP 332.03 Curry County	$ 10,500	$ 7,875
8. Talent-Ashland Section, Pacific Hwy. (US 99), MP 15.13, Jackson County	21,000	15,750
9. Canton-Anlauf Section, I-5, MP 155.0, Douglas County	6,500	4,875
10. Anlauf-Jct. Dixie/Yoncalla Hwy., MP 168.50, Douglas County.	21,000	15,750
11. Camas Valley-Winston Section, Coos Bay-Roseburg Hwy., MP 55.70, Douglas County	5,500	4,125
12. Colorado Section, I-90N, MP 410.00, Malheur County	17,500	13,125
13. LaGrande-N. Powder Section, Old Oregon Trail, MP 253.00, Union County	8,500	6,375
Total	$110,143	$120,104

Total Federal Funds Required	$120,104
Present Federal Fund Allocation	105,910
Additional Federal Funds Required	$ 14,194

° Project Agreement Estimates
°° P.S. & E. Estimates

Note: All of the above estimated costs include Preliminary Engineering.

We trust this information is sufficient to allow the allocation of the additional Junkyard Control Funds required by the State.

In addition to that requested for specific Junkyard Control Projects, we further request we be allocated $40,000 Federal Funds for additional Junkyard Control Projects which will be selected during the remaining three months of the 1967 Fiscal Year.

We wish to state further that we do not intend to obligate any Advertising Control Projects in the last three months of the Fiscal Year 1967.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

RNC:la

cc: R. L. Porter
L. H. Young
F. D. Morgan
R. N. Chase
M. H. Astrup

RECEIVED
AUG 28 1967
FORM E-80 50M 3-68 SP 6470-734

CJF-24(1)
6993

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1967

SUBJECT: Topsoil Specifications

To: DIVISION ENGINEERS

The attached correspondence is forwarded you for your information and action.

It is assumed that the contractor will agree to the elimination of the LL and PL specification requirements as it is to his advantage. Note that price agreements are not required.

NOTED
F.B. KLABOE

F. D. Morgan
Construction Engineer

cc: F. B. Klaboe
L. H. Young
O. A. White

RECEIVED
AUG 21 1967
STATE HIGHWAY ENGINEER

FORM E-133X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. ANDRUS, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 23, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Subject: Topsoil Specifications

Dear Mr. Parsons:

Our existing specification for topsoil contains liquid limit and plastic limit requirements which have proved untenable because they eliminate the use of many good topsoils.

A copy of Mr. O. A. White's explanatory letter of August 21 recommending deletion of these requirements from projects now under contract is attached for your information.

We propose to substitute the attached revised topsoil specifications for all projects under contract. Your blanket approval thereof is requested thus eliminating submission of price agreement forms for individual projects. The LL and PL requirements have been eliminated in the proposed September 28 letting.

Very truly yours,

F. D. Morgan
Construction Engineer

enc.

cc: F. B. Klaboe
L. H. Young
O. A. White

AUG 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Special Provisions

Quality Requirements for Topsoil

(To be used on projects advertised for letting after October 1, 1967)

Article 107-2.1 - Quality Requirements

Delete the provisions of Article 107-2.1 of the Standard Specifications and substitute the following three paragraphs in lieu thereof:

Topsoil shall be a fertile, loamy, natural surface soil consisting of sands, silts, clays and organic matter in combination and free from substances toxic to plant growth, noxious weeds ~~seed~~ or roots, refuse, sticks and lumps.

When subjected to the Mechanical Analysis of Soils, AASHO T88, the topsoil shall meet the following requirements:

Fraction or Grain Size	Percentage of Topsoil
Retained on 1-inch sieve	None
Passing 1-inch sieve-retained on No. 10 sieve	0 - 5
Passing No. 10 sieve-retained on No. 200 sieve (Sand)	10 -65
0.074 mm. - 0.005 mm. grain size (Silt)	20 -80
Smaller than 0.005 mm. grain size (Clay)	5 -40

The organic matter in the topsoil, as determined by the modified Walkley-Black method, Miscellaneous Paper No. 65 of the Agricultural Experiment Station - Oregon State University, shall not be less than two percent.

8/24/67 VGO'N

FORM E-30X 50M 3-63 49606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1967

SUBJECT: Top Soil Specifications

To:

Frank Morgan
Construction Engineer
Office

REF: Project	Contract	F. A. Number
Powell Valley Rd. - Duncan Rd.	6993:	CJF-24(1)
Azalea - Glendale Jct.	7023:	I-5-2(53)82
South Umpqua Safety Rest Area	7058:	I-5-2(55)112
Starvation Creek Safety Rest Area	7059:	I-80N-2(38)53
Barnett Rd. - Bear Creek	7061:	CJI-5-1(2)
Harrisburg - Eugene	7005:	CJF-3(2), CJF-3(4)
W. City Limits - St. John Br.	7038:	LSF-1(1)
Independence Jct. - West Salem	7040:	LSF-47(3)
West Salem	7039:	LSF-47(2)
Stanfield Safety Rest Area	7012:	I-80N-8(25)184
The Dalles Br.	7070:	I-80N-3(51)84
Staleys Jct.-Tillamook-Washburn	7048:	CJF-000B(2), CJF-35(1)

The requirements for top soil included in contracts for the referenced projects have been reviewed. The listed limits of 30 LL and 15 PL obviously do not describe quality top soil. Not only does the requirement of 30 LL max. prevent the acceptance of many good top soils, the max. 15 PL makes it doubtfull if any fine material in the loam series could be accepted.

Because of the untenable aspects of the current specification it is requested that authorization be obtained to relieve the referenced Federal Aid projects of this requirement. The exemption should also apply to all contracts which have been written but not let.

RECEIVED
AUG 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Since the Atterberg limits describe soil characteristics from an engineering standpoint for roadway strength purposes only, it is not expedient to apply them for agricultural purposes wherein particle size and chemical composition are the pertinent items. For this reason the following is recommended in lieu of paragraphs 1 and 2 of the existing specifications Section 107-2.1:

> Top soil shall consist of a humus-bearing soil which shall conform to the following mechanical analysis as determined by the AASHO-T88 test method:
>
> | | |
> |---|---|
> | Percent retained on the one inch sieve | - None |
> | Percent passing the one inch and retained on the No. 10 | - 0 to 5 |
> | Percent passing the No. 10 and retained on the No. 200 | - 10 to 65 |
> | Percent smaller than the No. 200 and larger than 0.005 mm | - 20 to 80 |
> | Percent smaller than 0.005 mm | - 5 to 40 |

O. A. WHITE
Engineer of Materials & Research

OAW:sf

cc: M. Astrup
L. Shaw

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
77		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
6	*(PPM 21-7)*	Clackamas
		PROJECT NO. CJF-24(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26 2.3 mi. S.E. Multnomah County Line
Powell Valley Rd. - Duncan Rd. Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	2-28-67	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	4-12-67	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,038	$ 3,778.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 14, 1967

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. CJP-24(1)

POWELL VALLEY RD.-DUNCAN RD. SECTION OF THE

MT. HOOD HIGHWAY CLACKAMAS COUNTY

Project Agreement Estimate.

Salem, Oregon, May 29, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 700.00

Type Code Y023
Screen Planting (Sta. 510+70 to Sta. 522+25)(Contract No. 6993)

Furnishing and Placing Topsoil	180 cu.yd.	$4.90	$ 882.00
Furnishing and Planting Trees	190 only	12.90	2,451.00
Inorganic Fertilizer 10-16-8	2 cwt.	9.00	18.00
Manure Fertilizer	7 cu.yd.	9.00	63.00
Mulch	15 unit	32.00	480.00
			$ 3,894.00

Anticipated Items

Flagging (57½% of Contractor's Cost)	All Required	$ 50.00
	Subtotal	$ 3,944.00
	10% Engr. & Cont.	394.00
	Total	$ 4,338.00

Length of Project - - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 700.00	$ 525.00	$ 175.00
Screening	4,338.00	3,253.00	1,085.00
Total	$ 5,038.00	$ 3,778.00	$ 1,260.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. CJF-24(1)

POWELL VALLEY RD.-DUNCAN RD. SECTION OF THE

MT. HOOD HIGHWAY IN CLACKAMAS COUNTY

P.S. & E. estimate

Salem, Oregon, March 31, 1967

Type Code P.E.			
Preliminary Engineering	All Required		$ 700.00
Type Code X021			
Screen Planting (Sta. 510+70 to Sta. 522+25)			
Furnishing and Placing Topsoil	180 cu.yd.	$ 5.00	$ 900.00
Furnishing and Planting Trees	190 only	25.00	4,750.00
Inorganic Fertilizer 10-16-8	2 cwt.	10.00	20.00
Manure Fertilizer	7 cu.yd.	10.00	70.00
Mulch	15 unit	25.00	375.00
			$6,115.00
Anticipated Items			
Flagging (5% of contractor's cost)	All Required		$ 50.00
	Subtotal		$6,165.00
	10% Engr. & Cont.		616.00
	Total		$6,781.00

Length of Project - - - - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 700.00	$ 525.00	$ 175.00
Screening	6,781.00	5,085.00	1,696.00
Total	$7,481.00	$5,610.00	$1,871.00

RECEIVED
MAY 29 1967

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

Form CB-121 (11-63) (Prea. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

CJF-24(1)

TO 6993 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 24, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project CJF-24(1)
Powell Valley Road - Duncan Road Section
Screen Planting

As requested in Mr. Young's letter of May 23, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of May 17, 1967 in the award of contract No. 6993 to All-City Tree and Landscape Service, of Portland, Oregon, low bidder in the amount of $3,894.00 at the May 11, 1967 bid opening.

5-26-67
REFERRED TO
By Asst. State Hwy. Engr.

NOT
F. B. K

RECEIVED
MAY 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 19 1967
FOR FILING

OCT-24 (1)

6993

May 18, 1967

All-City Tree & Landscape
Service
29 N. E. 140th Avenue
Portland, Oregon 97230

Gentlemen:

Inclosed are three copies of Contract No. 6993 for $3,894.00 awarded to you by the State Highway Commission on May 17, 1967. This contract is for screen planting on the Powell Valley Road-Duncan Road Section of the Mt. Hood Highway in Clackamas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is December 15, 1967.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Inclosures

bc Frank Morgan
L. H. Young
I. D. Marchant
C. D. Matthis (SIAC)
L. W. Bulen
Maurice Payne
Mark Astrup

RECEIVED
APR 20 1967
CJF-24(1)
FOR FILE

CD-121 (1-63)
(20-10)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

UNITED STATES GOVERNMENT

Memorandum

TO: 693 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1967

In reply refer to: 08-35.2-DA

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project CJF-24(1)
Powell Valley Road-Duncan Road Section
Screen Planting

P. S. & E. documents for the subject project have been reviewed and are hereby approved concurrently with Mr. Young's April 3, 1967 request for approval of an individual project program change (PR-9) adding landscape screening. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's March 28 and April 12, 1967 reports.

You are authorized to proceed with the contractor's flagging included in your estimate for $50.00.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 7 - Incidentals	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

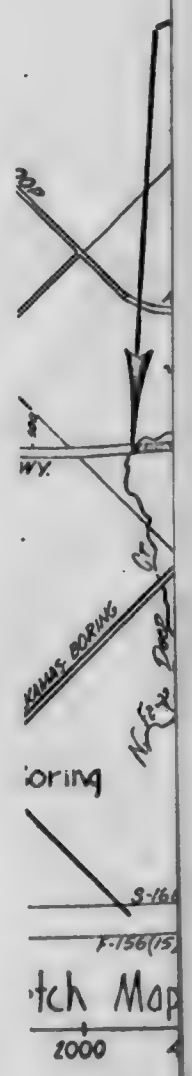
Mr. Young's April 10, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachment

NOTED
F. B. KLOOSE

4-20-67
REFERRED TO
Young Ullano.
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



FORM 734-2001-6M-2.66 EP-23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1967

To: Mr. L. H. Young
Bridge Engineer

SUBJECT: Junkyard Screening
Request for Additional Funds

15185

It is requested that action be taken for transfer of $13,490 from the "Allocation of Federal Funds for Outdoor Advertising Control to the funds "Allocated for Junkyard Control" required for the following projects which have been or will be contracted prior to June 30, 1967.

UNDER CONTRACT

Wolf Creek-Medford Sec., I-5 (CJI-5-2(1) & CJI-5-1(1)	$ 23,700

PROPOSED FOR CONTRACTING PRIOR TO July 1967

Powell Valley-Duncan Rd. Sec. (CJF-2(1)	7,000	
Harrisburg-Eugene Sec. (CJF-3(2) & (CJF-3(4)	26,000	
Sunset Camp-W.Plains Sec., Sunset Hwy., MP 45.58, Washington Co.	6,500	
Washburn-Sunset Hwy Jct., Wilson River Hwy., MP 42.74, Wash. Co.	5,500	
Gold Beach Sec., Ore. Coast Hwy., MP 332.04, Curry Co.	10,500	
Talent-Ashland Sec., Pac. Hwy (US 99) MP 15.13, Jackson Co.	21,000	
Curtin-Anlauf Sec., I-5, MP 155.0, Douglas Co.	6,500	
Anlauf-Jct. Drain/Yoncalla Hwy., MP 168.59, Douglas Co.	21,000	
Coos Valley-Winston Sec., Coos Bay-Roseburg Hwy., MP 56.70, Douglas Co.	5,500	
Ontario Sec.-I-OOI, MP 410.00, Malheur Co.	17,500	
LaGrande-N. Powder Sec., Old Ore. Trail, MP 258.00, Union Co.	8,500	
TOTAL		$159,200

SUMMARY OF FUNDS

Estimated Total Cost of Projects		$159,200
" " " "	(State Share)	39,800
" " " "	(Federal Share)	119,400
Allotted CJ Funds		105,910
Additional Funds Required from CA		$ 13,490

F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc: F. D. Klabee ✓
F. D. Morgan

RECEIVED
MAR 3 - 1967
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 206-(0)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 28, 1967

In reply refer to: 08-35.EC-710.18

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Landscape and Scenic Enhancement Program

Mr. Young's February 14, 1967 letter submitted four items for inclusion in the subject program. These preliminary engineering projects in Stage 2 for junkyard screening control are approved effective today:

Item	Project	Location	Work
9	CJF-24(1)	Powell Valley Rd-Duncan Rd	PE (1 junkyard)
10	CJF-3(2)	Halsey-Harrisburg Section	PE (1 junkyard)
11	CJF-3(3)	Junction City Section	PE (1 junkyard)
12	CJF-3(4)	Eugene Section	PE (1 junkyard)

You are authorized to proceed with all phases of preliminary engineering including preparation of construction plans effective today on the above four projects.

The addition of the construction phase to the above program items must be concurrent with our approval of the P.S. & E. and the construction authorization.

On Item 9, CJF-24(1), the addition of the junkyard at mile post 19.1 to the inventory is approved.

Your submission of the P.S. & E. should be carefully reviewed to avoid a similiar situation as Unit F of CJI-5-1(1) mentioned in our February 23, 1967 program memorandum.

This action provides for preliminary engineering for four projects at a total estimated cost of $2,525.00 of which $1,893.00 is reserved and obligated as Federal-aid Highway Beautification (Junkyard) funds.

RECEIVED
MAR 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young - Acting
By Asst. State Hwy. Engr.
3-3-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROG

(PPM 21-1)

	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (66)(70)	YEAR (71)(72)
CARD 2	1	US 26 2.3 Mi. S.E. Multnomah Co. Line	ADT	6,500	12,400	87

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 67	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)
CARD 3	Preliminary Engineering							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Junkyard Control	
	NAME OF URBAN AREA 17-31	ROUTE NO. P / FEDERAL-AID 24

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(18)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)
5					PE		US 26 2.3 Mi. S.E. Multnomah Co. Line (Powell Valley Rd.- Duncan Rd. Section) # 1.993	0.36	700	525
5					ROW					
5					CONST (CODE)			0.36	(14,000)	
								0.36	700	525

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	6,500	12,400	87	08	Oregon	35	657	9

IPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					CJF-	24(1)			

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO. P — FEDERAL-AID: 24 — STATE: 26 — U.S.: 26

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.36	700	525	175		Preliminary Engrg. Incl. P.S. and E. Preparation. (Landscape Screening of Junkyard at State Hwy. MP 19.1)
0.36	(14,000)				
0.36	700	525	175		

ESTIMATED PROJECT COST BY PHASES

REMARKS
Additional Data - Item 398, Project F-156(15)
For PR-37B: On R/W-1; Zone-N*; R/W-F.

*Based on criteria at time of inventory.

See reverse.

USCOMM DUSCOMM-DC 46905-P61

REMARKS - Continued

The proposed project consists of all phases of preliminary engineering relative to the landscape screening of a junkyard on the southwesterly side of the highway at MP 19.1. The screen planting is approximately 1,900 ft. in length.

This junkyard is not listed in the "Junkyard Inventory of April 1966" as it is on the new section of the highway which was not open to traffic at the time the inventory was made. The junkyard qualifies for screening and we are requesting BPR approval to include it in the inventory listing.

103-1617 S.E. 82nd Ave. at Harmony Rd. on Cascade Hwy. 1967

#6994

QqA 3310

RECEIVED
JAN 26 1968
FOR:
103-1617
6994

January 26, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed November 2, 1967, on Contract No. 6994. The contract was with Madsen & Stokes Electrical Contractor and was for traffic signal installation at the S. E. 82nd Avenue-Harmony Road Intersection on the Cascade Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 26, 1968, and that you concur in this procedure at the Commission meeting on March 5.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
P. B. Klaboe
Victor D. Wolfe
C. H. Maison
L. H. Young
L. W. Rulien

srb jes

RECEIVED
JAN 29 1968
FOR FILING

103-1617

6994

January 26, 1968

Hartford Accident and Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6994 awarded to Madson & Stokes Electrical Contractor for traffic signal installation on S. E. 82nd Avenue at Harmony Road on the Cascade Highway in Clackamas County was completed on November 2, 1967, and accepted by the Highway Commission on January 26, 1968.

Final payment in the amount of $753.80 will be released to the contractor after February 2, 1968. The total contract amount is $7,538 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Madson & Stokes Electrical Contractor
P. O. Box 280
Roseburg, Oregon 97470

Umpqua Insurance Agency, Inc.
P. O. Box 1185
Roseburg, Oregon 97470

bc L. H. Young
C. H. Maison
Attn: John Herr

103-1617
6994

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S. E. 82nd Avenue at Harmony Road		WEEK ENDING: October 28, 1967
		SECTION PREFIX: 103-1617
HIGHWAY: Cascade		COUNTY: Clackamas
NAME OF JOB: S. E. 82nd Ave. at Harmony Rd.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Madsen & Stokes Electrical Contractors	CONTRACT NUMBER: 6994	FEDERAL AID PROJECT NUMBER: State
DATE OF ~~EXECUTION~~ Award: July 9, 1967	DATE WORK STARTED	ESTIMATED COMPLETION DATE: November 2, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 135	CALENDAR DAYS USED: 130
PROJECT AUTHORIZATION: $ 8,440.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 96%
EXCLUSIVE OF ENGINEERING: $ 7,877.21	ENGINEERING AUTHORIZATION $ 603.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 78%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 7,877.21	ENGINEERING COST TO DATE $ 500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 78%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 83 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 Pickup Truck, 1 Ladder Truck and Small Tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

October	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Showers	1		
MONDAY 23	Ptly Cldy	1		
TUESDAY 24	Showers	1		
WEDNESDAY 25	Showers	1		
THURSDAY 26	Fair	1		
FRIDAY 27	Showers	1		
SATURDAY 28		1		

Routing: Band, Rosen, Ross, Monstock, Trout, Scott, Wills, Litch'field, Olson

RECEIVED
OCT 31 '67
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
October SUNDAY 22	No Activity
MONDAY 23	No Activity
TUESDAY 24	No Activity
WEDNESDAY 25	Painting signal heads in shop. Making up span wires and installation of control cabinet.
THURSDAY 26	Installing messenger cable with connectors. Painting poles at job site and signal heads in a shop.
FRIDAY 27	Installing messenger cable and signal heads.
SATURDAY 28	No Activity Anticipated.

REMARKS

STATUS: All strain poles are set, detector loops partially placed and some signal heads in place.

Contractor plans to complete project next week if weather permits.

SIGNED Asst. Res. Dr. Engr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 13 1967
FOR FILING
6994

June 12, 1967

Clackamas County Board of Commissioners
County Courthouse
Oregon City, Oregon 97045

Gentlemen:

Receipt is acknowledged of your Check No. 17486 in the amount of $1,800, which is an addition to the previous deposit made for construction of traffic signals at the intersection of the Cascade Highway and Sunnyside Road. The total deposit made by the County is now $4,300.

The contract has been awarded and the contractor notified to proceed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall (enc.)
C. H. Maison (enc. - copy of ltr. and check)

STAN SKOKO, Chairman
S. C. ELY, Commissioner
FRED STEFANI, Commissioner

COUNTY OF CLACKAMAS
Board of Commissioners

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON 97045

June 8, 1967

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Enclosed please find Clackamas County check in the sum of $1800.00 which will bring the total amount of monies to be expended by Clackamas County, for the construction of traffic signals at the Cascade Highway-Sunnyside Road intersection, to $4300.

Please acknowledge same.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Stan Skoko
Chairman

Fred Stefani
Commissioner

Commissioner

SSS/ls
Enc.
cc: County Auditor

RECEIVED
JUN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1967
FOR FILING
103-1617
6994

Bid 7.10.11

June 9, 1967

Madson & Stokes Electrical Contr.
P. O. Box 280
Roseburg, Oregon 97470

AGENDA
JUL 24 1967
3 N

Gentlemen:

The State Highway Commission on May 17, 1967 accepted your proposal for traffic signal installation on S. E. 82nd Avenue at Harmony Road on the Cascade Highway in Clackamas County for the sum of $7,538.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Clackamas County is received and the sum of $4,300.00 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6994. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. W. Rulien
J. X. Wilson
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
MAR 28 1967

FOR FILE
103-1617
6994

Salem, Oregon
March 27, 1967

Mr. C. H. Maison
Controller

538
531
517

I attach hereto Clackamas County's check in the amount of $2,500, which is their cooperative contribution under the agreement approved by the Commission on March 14 under Item 41 on the agenda for installation of signals at the intersection of the Cascade Highway and Sunnyside Road.

Tom Edwards
Assistant State Highway Engineer

Attachment

TE:ja

cc Mr. Irving H. Curran, Auditor
Clackamas County
County Courthouse
Oregon City, Oregon 97045

bc Forrest Cooper
R. L. Porter
Floyd Query
Victor D. Wolfe
F. B. Crandall

RECEIVED
APR 17 1967
FOR FILING

103-1617

6994

Agenda
4 l

March 21, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3310

Board of County Commissioners
Clackamas County Court
Oregon City, Oregon 97045

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the revision of existing traffic signals at the intersection of Cascade Highway and Sunnyside Road, including a left-turn interval at the adjacent intersection of the Cascade Highway and Harmony Road in Clackamas County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
FEB 10 1967
103.1617
6774

February 10, 1967

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with Clackamas County for revision of the existing traffic signals at the intersection of the Cascade Highway and Sunnyside Road to provide full signalized control, including a left-turn interval, at the adjacent intersection of the Cascade Highway and Harmony Road.

The County has agreed to pay one-half the cost of the installation and to pay for all future maintenance and power consumption. The estimated total cost of the work is $5,000, State's share to be taken from State Construction Funds. We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the March 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
L. W. Rulien

LEG:njc bg

RECEIVED
JAN 20 1967
FORM BHOX 504 7-66

FOR FILING
1-3-1967
1-23-4

SP 23657.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

January 18, 1967

To: Ivan D. Merchant
Bridge Engineer
B U I L D I N G

SUBJECT: Breakaway Pole Base Design
Milwaukie-Harmony Road
Interchange Section
Clackamas County
Clackamas Highway

There are attached typical intersection plans and signal pole loading information at eight (8) locations on the above section. As discussed with Mr. Edwards, it is now planned to use 20-foot mast arms for the suspension of the vehicular signal heads over the Clackamas Highway with the pole mounted in the 4-foot wide median island area.

Would you please have designs prepared for breakaway pole bases at these eight locations. Bolt circle diameter should be 12¼ inches and bolt diameter should be 1¼ or 1½ inches in order to place standard poles. The attachments also include a sketch showing a shear base developed by the Texas Highway Department.

L. E. George
Assistant Traffic Engineer

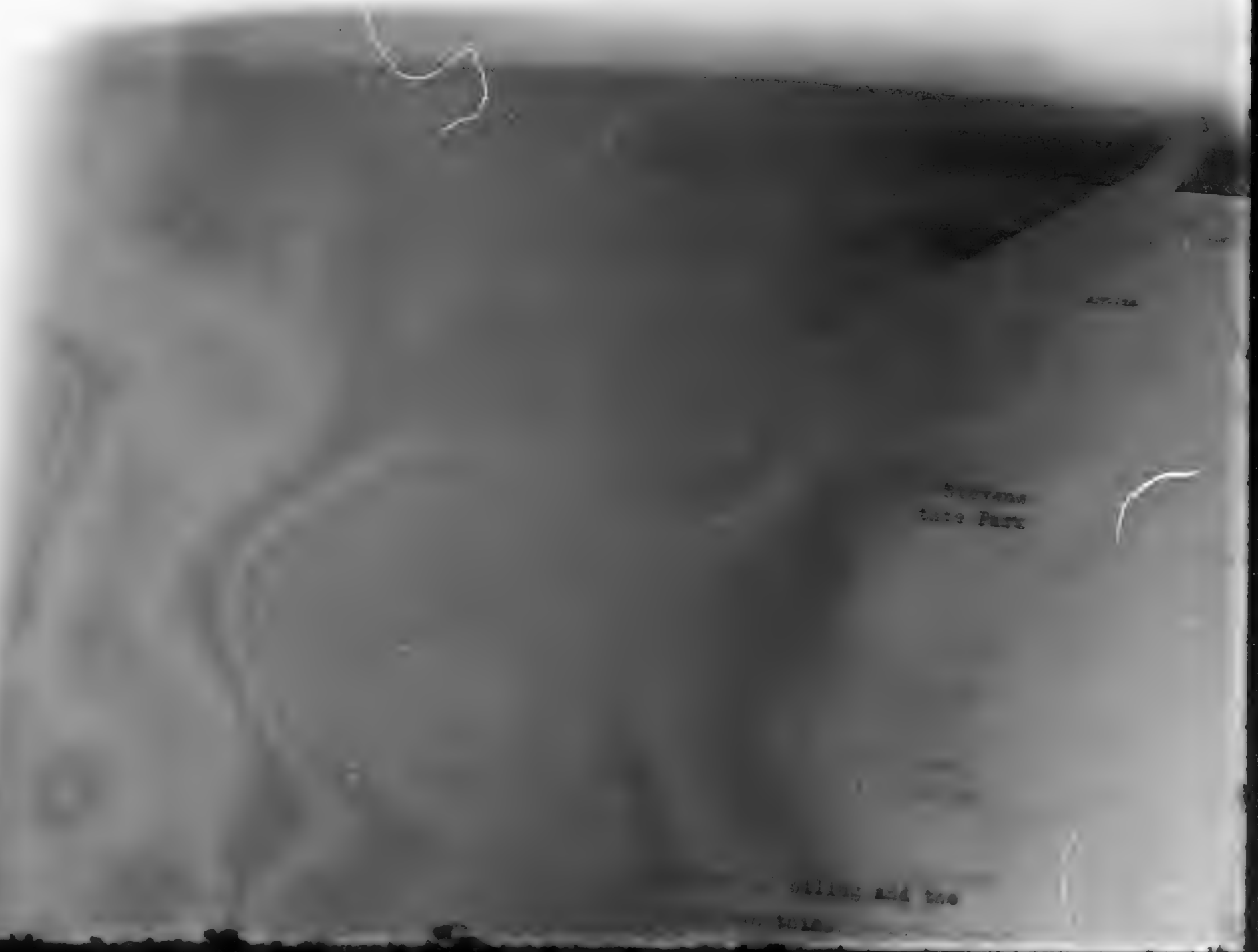
LEG:mk

Attachments

cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
JAN 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER



4-3328 Fort Stevens State Park 1967
(Park facilities)
#6995

FILED
FEB 29 1968
4-3324
6995

February 29, 1968

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6995 awarded to Ross Bros. Construction, Inc., for park facilities in Fort Stevens State Park in Clatsop County was completed on December 29, 1967, and accepted by the Highway Commission on February 28, 1968.

Final payment in the amount of $12,083.04 will be released to the contractor after March 7, 1968. The total contract amount is $241,992.23 including $511.33 for work performed under forces account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon 97303

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 29 1968
FOR FILING

41-3328
6995

February 28, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed December 29, 1967, on Contract No. 6995. The contract was with Ross Brothers Construction, Inc., and was for construction of park facilities in Fort Stevens State Park in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This matter will be on the agenda for confirmation at the March 5 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
L. P. Shaw
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

srb jes

2-29-68

FORM [illegible] 7-66 SP*23687-794

FORM
4-3328

6995

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1968

SUBJECT: A. C. paving - Fort Stevens State Park

To: F. D. Morgan
Construction Engineer

BUILDING

Attention: D. E. Swan, Staff Assistant

We approve the us of A. C. paving instead of oiling and the expenditure of the additional money to accomplish this.

Warren H. Gaskill, Chief
Field Operations

WHG:tbt

cc: J. B. Boyd w/copy
Harry Luckett w/copy

FORM E-30 50M 10-65

Gaskill

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1968

SUBJECT: Fort Stevens State Park
Contract 6995

To: Mr. David G. Talbot
State Parks Superintendent
BUILDING

Attention Mr. Warren Gaskill
Chief, Field Operations

NOTED
D. TALBOT

We have received a State Force Order covering substituted asphaltic concrete paving by state forces for the planned 0-9 oil mat on the subject contract.

The contract authorization included $14,000 for the oiling work which was to be performed by state forces. The proposed asphaltic concrete paving amounts to $22,950. It is not expected that this will cause an overrun in excess of the allowable 5% of the original contract authorization.

We agree that the use of asphaltic concrete is desirable; however, due to the current financial situation, we wish to secure your approval of this additional $8,950 expenditure.

As you know, this project is being constructed with State funds.

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
Staff Assistant

DES:nn

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Fort Stevens State Park		WEEK ENDING: January 27, 1968
		SECTION PREFIX: 4-3928
HIGHWAY:		COUNTY: Clatsop
NAME OF JOB: Fort Stevens State Park	KIND OF WORK: Park Facilities	
CONTRACTOR: Ross Brothers Const. Co. Inc.	CONTRACT NUMBER: 6925	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 17, 1967	DATE WORK STARTED: June 5, 1967	ESTIMATED COMPLETION DATE: 12-29-67
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: December 31,67	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 290,919.47	ENGINEERING AUTHORIZATION: $ 20,647.53	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 270,280.94	ENGINEERING COST TO DATE: $ 32,939.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 269,092.23		DATE PROJECT WAS COMPLETED: December 29, 1967
ESTIMATED PERCENT OVERRUN / UNDERRUN: 3.8 %	PERCENT OF AUTHORIZATION: 160 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100		100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100 cu	3[illegible]			
TOTAL QUANTITIES CORRECTED TO DATE	100	1[illegible]			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100	1[illegible]			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

NOTED
LLOYD P. SEAW

EQUIPMENT USED DURING THE WEEK:

Project Complete

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JAN 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The said final estimate was sent to Division office the first of the week.

FINAL REPORT

SIGNED Jno Wilkie LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
MAY 19 1967
FOR FILING

4-3328

6995

May 18, 1967

Ross Bros. Construction, Inc.
250 Apple Blossom Ave., N.
Salem, Oregon 97303

Gentlemen:

Enclosed are three copies of Contract No. 6995 for $260,444.20 awarded to you by the State Highway Commission on May 17, 1967. This contract is for facilities in the Fort Stevens State Park in Clatsop County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is December 31, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
R. D. Asbury
Rosts Oliver
David Talbot

F-221(11) Delena-Rainier Sec., Col. R. Hwy. (RR Relocation) 1967

#6996

RR-642

RECEIVED
APR 18 1968
FOR FILING

F-321(11)
6996

April 18, 1968

Col. Robert L. Bangert
District Engineer
Corps of Engineers, Portland District
628 Pittock Block
Portland, Oregon 97205

Dear Sir:

The final voucher for the Delena-Rainier Section, Contract No. 6996, on the Columbia River Highway in Columbia County has been paid and accepted by the contractor Grimstad and Vanderveldt.

The Army Engineers are responsible for Extra Work Order No. 7 which was installation of 81 feet of 21-inch sewer pipe and a concrete anchor block as agreed upon in previous correspondence.

We have prepared a billing for Extra Work Order No. 7 on the basis of the final voucher which is being forwarded to you through our accounting division.

There is a possibility that the contractor will submit an additional claim for approximately $50.00 on this order. If the claim is valid a billing for the additional amount will be submitted to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

WB:jb

RECEIVED
APR 19

FORM S-128X 50 M 8-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

F-221(11)

116

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 18, 1968

Rainier Community T. V. Co.
1605 Kinnear Street
Kelso, Washington

ATTENTION: John W. Blood

Re: T.V. Cable Adjustments
Delena-Rainier Section
Columbia River Highway
Columbia County
Project No. F-221 (11)

Gentlemen:

Reference is made to our letter of August 17, 1967 which set forth that portion of your facilities in conflict with the subject project and your letter of April 15, 1968 which transmitted an estimate and sketch for the adjustment of your facilities.

As set out in our letter of August 17, 1967, your facilities are located upon public road right of way and therefore are nonreimbursable under state rules and Bureau of Public Roads' Policy and Procedure Memorandum No. 30-4, dated October 15, 1966, and the provisions of Exhibit "A" attached to our letter of August 17, 1967.

In keeping with the above policy, we must deny reimbursement for the adjustment of your facilities. Since your proposed crossing of subject highway will be by contact on Pacific Power & Light poles, no permit will be required.

If any further information or assistance is required, please contact Mr. Fred W. Sugnet, 205 East Salem Highway Building, 2960 E. State Street, Salem, Oregon 97310.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
R. D. Asburry
J. F. Hagemann
Vern Shull
R. M. Smith
F. W. Sugnet

NOTED
F. B. KLABOE

APR 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1968
FOR FILE
F-321(11)
196

April 3, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed December 19, 1967, on Contract No. 6996. The contract was with Grimsted and Vanderveldt, Inc., and was for railroad relocation on the Delano-Rainier Section of the Columbia River Highway in Columbia County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 3, 1968, and that you concur in this procedure at the Commission meeting on April 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
BorD. Morgan
L. H. Young
R. D. Asburry

srb fn

RECEIVED
APR 3 - 1968
FOR FILING

F-221(11)

6996

April 3, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6996 awarded to Grimstad & Vanderveldt, Inc., for railroad relocation on the Delena-Rainier Section of the Columbia River Highway in Columbia County was completed on December 19, 1967, and accepted by the Highway Commission on April 3, 1968.

Final payment in the amount of $9,369.58 will be released to the contractor after April 10, 1968. The total contract amount is $59,567.73 including $5,795.68 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Grimstad & Vanderveldt, Inc.
Rt. 1, Box 643
Astoria, Oregon 97103

bc L. H. Young
C. H. Maison
Attn: John Herr

FORM E-1232 10M 6-67

RECEIVED
FEB 29 1968

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

E-221(11)

6996

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 27, 1967

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Seasoning Period on SP&S RR
Roadbed
Delena-Rainier Section
Columbia River Highway
Columbia County

Gentlemen:

The railroad relocation, as required by the construction of the above-captioned section of the Columbia River Highway, and performed under our Contract No. 6996, was completed in its entirety on December 19, 1967. The tracks were relocated and open to rail traffic on November 20, 1967.

In accordance with paragraph XVII of the agreement between the Railroad and the State dated May 31, 1967, a "seasoning period" commenced immediately following the commencement of operation by the railway on the relocated line and will end one year from that date. This is to advise that the seasoning period began on November 21, 1967 and will end on November 21, 1968.

If it should become necessary to perform any extraordinary maintenance on this roadbed during this period of time, please advise either this office or our Resident Engineer, Mr. Vernon E. Shull, so that we may assign an inspector to observe your work.

Very truly yours,

TWL:ss

F. D. Morgan
Construction Engineer

cc: A. W. Parsons
F. B. Klaboe
L. H. Young
C. H. Maison
R. D. Asburry
V. E. Shull
F. W. Sugnet

By:

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
FEB 29 1968
OFFICE OF
STATE HIGHWAY ENGINE

Mr. Cooper

RECEIVED
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

F-221(11)

C196

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 19, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 6996
Prefix 5-1059
FAP F-221(11)

Dear Sir:

All work under Contract No. 6996, Salmo-Rainier Section of the Columbia River Highway in Columbia County, was completed on December 19, 1967.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date March 25, 1968

Conditions noted on above date:

None.

A. W. Parsons R. E. Simpson
Division Engineer

By: E. J. Valach
District Engineer

to: Forrest Cooper
L. H. Young

RECEIVED
MAR 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

REV. [illegible] Region [illegible] BUREAU OF PUBLIC ROADS

Wash DC

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

cyh

REGION NO.	REPORT NO.	COUNTY	STATE
6	2	Columbia	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
1-5-68	Glenn K. Hossner, Area Engineer		F-221(11)

IN COMPANY WITH

See below

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	173/70=176 %	100* %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

F-221(11)
6196

*Exclusive of work by railroad forces under approved Railroad Agreement.

The inspection was made in company with the following:

G. W. Wimer, Asst Div Engr, OSHD
Vern Shull, Res Engr, OSHD
Frank Hall, Staff Design Engr, OSHD
Paul Galloway, Specification Division, OSHD

DELENA - RAINIER SECTION
LOWER COLUMBIA RIVER HIGHWAY
Railroad Relocation

The contractor completed contractor work including authorized changes and extra work on December 19, 1967.

Railroad Forces completed relocation of the railroad mainline and side track on November 20, 1967. Remaining work to be accomplished under the railroad agreement includes the two grade crossings and general project cleanup. This should be accomplished in the near future.

The State Highway Commission at their October 31, 1967 meeting granted the contractor a 24-day time extension. This extension was based on nonavailability of the borrow area. It was not discovered until after the bid letting that the borrow area was not included in the area for which a permit of entry had been obtained. Since the State had certified to us that all right of way was available at time of award, they did not request our participation in the time extension.

The contractor has not submitted monthly billings in support of the force account work. Consequently progress payments have not been made for the force account work. According to State records approximately $6000 is involved.

Morgan
1-11-68

(more)

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JAN 10 1968
OFFICE OF
[illegible]

EDITION OF 5-60 MAY BE USED

There will be a considerable underrun in the final contract cost on this project. This is due to the deletion of all or parts of three items. These changes are covered under PA #1.

Additional measurements were not made during this inspection because of the types of work completed since the previous contact inspection.

The Final Report will be submitted upon completion of the railroad work mentioned above and receipt of necessary supporting documents.

F-221(11)
6996

FORM S-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Delena-Rainier (RR Relocation)	SECTION: Delena-Rainier	WEEK ENDING: Dec. 30, 1967
		SECTION PREFIX: 5-1059
	HIGHWAY: Columbia River	COUNTY: Columbia
CONTRACTOR: Grimstad & Vanderveldt	KIND OF WORK: Railroad Relocation	
DATE OF CONTRACT: May 24, 1967	CONTRACT NUMBER: 6996	FEDERAL AID PROJECT NUMBER: F- 221 (11)
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION	DATE WORK STARTED: May 22, 1967	ESTIMATED COMPLETION DATE: Dec. 19, 1967
	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 94	CALENDAR DAYS USED 123
PROJECT AUTHORIZATION: $ 161,131.50	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 131
EXCLUSIVE OF ENGINEERING: $ 149,673.26	ENGINEERING AUTHORIZATION: $ 11,458.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 128,900.00	ENGINEERING COST TO DATE: $ 12,250.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 43
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 14 %	PERCENT OF AUTHORIZATION: 107 %	DATE PROJECT WAS COMPLETED: Dec. 19, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.65				
MILES PARTIALLY COMPLETED	0.65				
MILES COMPLETED	0.65				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	36,500 cy	2,500 cy			
TOTAL QUANTITIES CORRECTED TO DATE	15,300	1,924			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	15,300	1,924			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity.
TUESDAY	" "
WEDNESDAY	Railroad Section Gang shaping ballast on the new line.
THURSDAY	No activity.
FRIDAY	" "
SATURDAY	

REMARKS

The Semi-Final was sent to Salem Friday.

This is the final report.

SIGNED Vernon E. Shull LOCATION Rainier

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°E216

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JAN 16 1968
FOR FILING
F-221(11)
1196

Salem, Oregon
December 14, 1967

49

Mr. G. E. Rohde
Chief Counsel

Delena-Rainier Section
Columbia River Highway
Columbia County

Attention: Mr. Jack L. Sollis
Staff Attorney

RAILROAD COMPANIES
FILE No. 2423

12-12-67

Attached is a fully executed copy of a Bargain and Sale Deed to Spokane, Portland and Seattle Railway Company conveying land on which its tracks are being relocated in connection with the construction of the above-mentioned property.

Please transmit this deed to the railroad company. We have retained a xerox copy for our files.

Floyd Query, Secretary

flm
Attachment
cc: Ted Litchfield

RECEIVED
NOV 30 1967
FOR FILING
E-221(1)
6996

November 30, 1967

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your meeting of December 12 a Bargain and Sale Deed by which the State is conveying to the Spokane, Portland & Seattle Railway Company the land on which its tracks are being relocated in connection with the construction of the Delena-Rainier Section of the Columbia River Highway in Columbia County.

The Railroad is in the process of preparing a similar deed, by which it will convey to the State the property it now occupies through this area after its existing tracks have been removed. This exchange of property was provided for in the Railroad-State agreement executed by the Highway Commission at your meeting of June 8, 1967.

I recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

TWL:ss:jes

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
R. D. Asburry

RECEIVED GOVERNMENT
NOV 25 1967
FOR FILING

Memorandum

F-221(11)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6996

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

DATE: November 22, 1967

In reply refer to: 08-35-DA

NOTED
F. B. KLOBOE

SUBJECT: Oregon Inspection-in-Depth
Quality and Cost Control

We have completed our Statewide inspection-in-depth, Quantity and Cost Control - Phase 24. The inspections were made during the period June - October 1967.

We reviewed 12 projects which were located in 5 of the 6 State Highway divisions. The projects reviewed were as follows:

Division	Project Number	Project Name
Metro	I-405-8(13)	NW. Johnson - SW. Montgomery
	U-318(10)	Vista Ridge Eastbound Tunnel
1	I-80N-2(34)	Bonneville - Hood River County Line
	I-80N-2(35)	Cascade Locks - Mitchell Point
	F-240(3)	Forest Grove - Gaston
2	F-59(3)	Holmes Gap - Basket Slough
	ER-171(2)	Wilson River Highway Milepoint 6.9
	F-221(11)	Delena - Rainier
3	F-111(9)	Glen Aiken Creek - Gray Creek
5	I-80N-5(23)	Irrigon Junction - Stanfield Junction
	I-80N-5(27)	Stanfield Junction - Pendleton
	F-182(5)	Little Beech Creek - Fall Creek

The inspection and record control procedures at the project level provided good control, were in accordance with Oregon State Highway Department requirements, and were applied uniformly throughout the State.

This inspection disclosed that the Oregon State Highway Department has shown a marked improvement in record keeping practices since the last construction season. No significant findings were disclosed by this inspection-in-depth. We wish to commend the State for their improved record control procedures.

11-27-67
REFERRED TO Edwards
Morgan - Marchant
BY ASST. STATE HWY. ENGR.
Good work!

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NOV 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cc Young

RECEIVED
NOV 16 1967

F-221(11)
6996

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 14, 1967
Salem, Oregon

To: Mr. C. H. Maison
Controller
BUILDING

ATTENTION: Jess Jones

SUBJECT: Sewer Line Relocation
City of Rainier
Delena-Rainier (RR Relocation) Sec.
Columbia River Highway
Columbia County
Contract No. 6996

Enclosed is a copy of our letter of November 7, 1967 which established the final cost of $549.96 to the City of Rainier for increased sewer pipe sizes.

The terms, as set forth in the letter, have been approved by the City of Rainier. Please arrange to return to the City the $949.52 difference between their deposit of $1499.48 and the actual cost of $549.96.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
F B KLABOE

JMC:ss

cc: F. B. Klaboe
L. H. Young
R. D. Asburry
V. E. Shull
F. W. Sugnet

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NOV 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 14 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID E. THOMPSON
PORTLAND
FRED W. HILL, MEMBER
HELIX

F-3-1(11)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 7, 1967

City of Rainier
City Hall
Rainier, Oregon

ATTENTION: Mr. Theodore I. Kallunki

Re: Sewer Line Relocation
City of Rainier
Delena-Rainier (RR Relocation) Sec.
Columbia River Highway
Columbia County

Gentlemen:

Reference is made to our letter of January 18, 1967 in which we set up the procedure for determining the cost to the City of Rainier for providing sewer pipe larger than that being replaced. Reference is also made to our letter of May 9, 1967 requesting and your letter of May 12, 1967 transmitting a deposit of $1,499.48 to cover the estimated difference in cost of providing the larger sewer pipe.

It has been brought to our attention that under our proposed Delena-Rainier Section project for Grading, Paving, Structure & Signing a retaining wall will be constructed 33 feet southerly of centerline between highway stations 2359+70 and 2361+50. The construction of this wall will eliminate the possibility of your proposed sewer line construction westerly from the manhole located 45 feet ± southerly of highway centerline Station 2361+25 (Manhole #1 on attached sketch).

With the elimination of the sewer line westerly from Manhole #1, your need for the increased size in the sewer line from Manhole #1 easterly 292' to Manhole #2 northerly 146' to Manhole #3 has also been eliminated. (Please refer to attached sketch.)

We do not feel it is ethical or in keeping with State policies to require the City of Rainier to pay for an increase in pipe size that cannot be utilized because of a change in highway design.

F. B. KLAB

The sewer line relocation has been completed and accepted by your letter of October 10, 1967. Using the actual lengths of sewer line installed, as shown on attached sketch, and taking into consideration the portion where the increased size is unusable, the actual cost to be assumed by the City of Rainier is as follows:

Exist Pipe	Pipe Installed	Cost of Pipe Installed	Cost to Repl. Exist Pipe	Cost Diff.	Lengths Installed	Cost to City
8"	12"	$4.27/ft.	$0.69/ft.	$0.58/ft.	207'	$120.06
14"	21"	$2.92/ft.	$1.84/ft. (15")	$1.08/ft.	84'	90.72
14" Outfall	21"	$2.92/ft.	$1.84/ft. (15")	$1.08/ft.	307'	331.56
	12"	$1.27/ft.			6' Stub*	7.62
			Actual Cost to City			$549.96

* Stub westerly from Manhole #3

If the terms as set forth above are satisfactory, please have the appropriate City official(s) sign the original copy of this letter and return it to this office. The carbon copy is for your files. Upon receipt of the approved letter we will request our Accounting Division return to you the $949.52 difference between your deposit of $1,499.48 and the actual cost of $549.96.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
L. H. Young
C. H. Maison
R. D. Asburry
V. E. Shull
F. W. Sugnet

The above terms are acceptable to the City of Rainier.

By_____

By_____

Date_____

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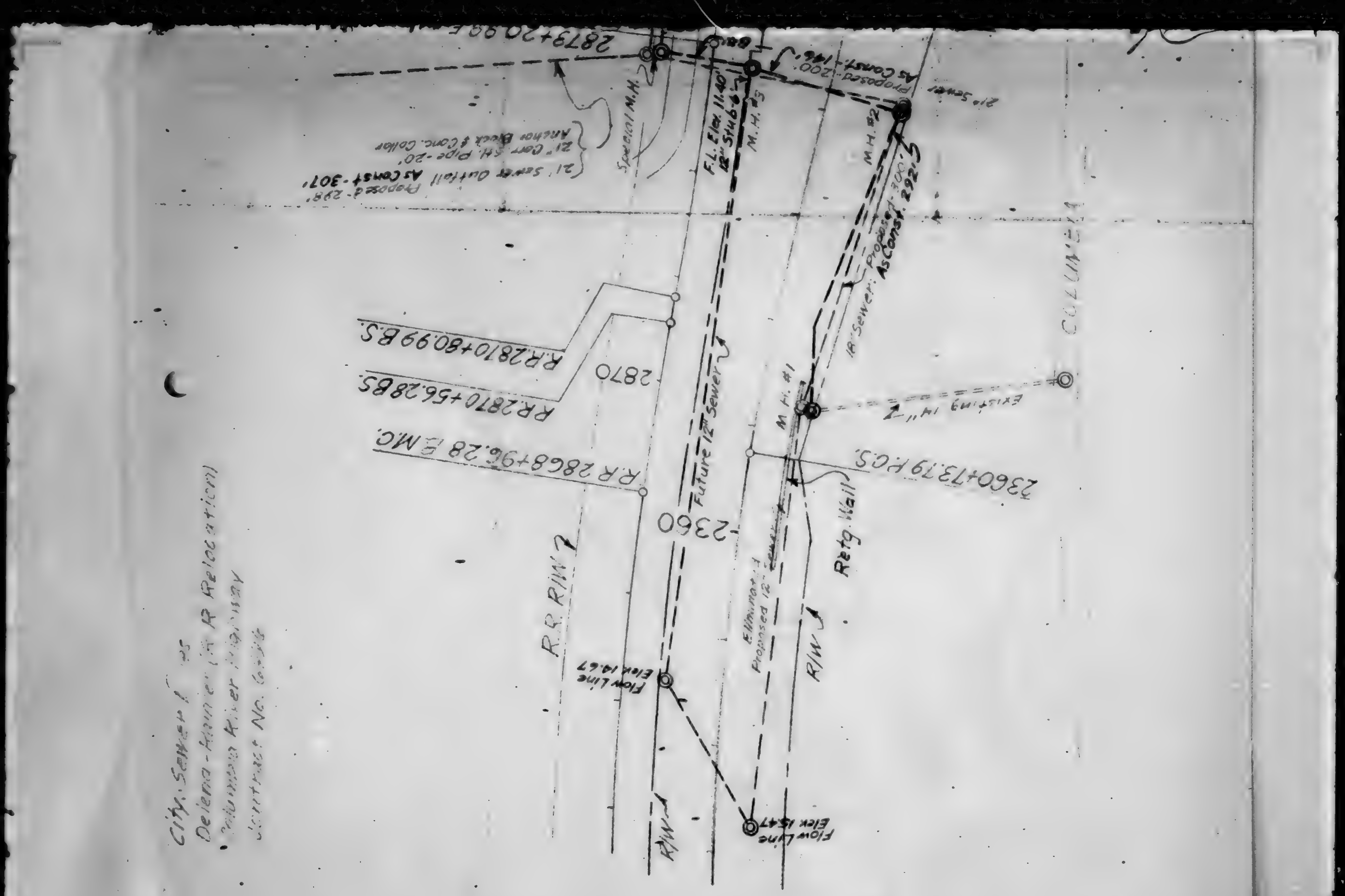
NOV 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER


2879+20.99 E
Proposed 200' As Const. 196'
21" Sewer
F.L. Flex. 11.40'
12" Stub
M.H. #3
M.H. #2
21" Sewer Outfall As Const. 307'
Proposed 298'
21" Corr. SM. Pipe - 20'
Anchor Block & Conc. Collar
Special M.H.
Proposed 300' As Const. 292.5
18" Sewer
COLUMBIA
Existing 14" T
M.H. #1
2870
RR2810+80.99 BS.
RR2870+56.28 BS.
RR2868+96.28 EMC.
2360+73.79 PCS.
Future 12" Sewer
Wall
Retg. Wall
R.R. R/W
Flow Line Elev. 15.47
Flow Line Elev. 10.67
R/W
R/W
Eliminate Proposed 12" Sewer
City Sewer
Delena-Adams Addition
Columbia River Highway
Multnomah County
Oregon

R/W

2371+84.56 P.C.S.

RR 2880+77.91 BS.

HIGHWAY

2370

2370+31.05 P.S.C.

RR 2878+37.91 B.M.C.

R.R. R/W

B" ST.

6+54

2367+31.05 P.S.

2365+73.79 P.T.

2365

Disposal Plant

12" Sewer; Proposed - 190'
As Const. - 181'

2873+20.99 E.M.C.

Proposed
As Const. 200' M.C.

Sewer

2374+84.56 PT.

R/W

2371+84.56 P.C.S.

RR 2880+77.91 B.S.

HIGHWAY

2370

2370+31.05 P.S.C.

R.R. R/W

B ST.

6457

RIVER

2367+31.05 P.S.

R.R. 2878+37.91 B.M.C.

190'

180'

Monthly transaction number	FOR (REV. 0-65)	State
11-42	FHWA-R-2A	Oregon
Project report number	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	County
7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Columbia
Modification number	11-3-67	Project number
1 #6996		F-221(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 14, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 77,676	$ 133,510
Federal funds	$ 49,300.00	$ 84,700.00
Other revisions		

This modification is made for the following reasons:

Estimate is revised to include items retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3 day of November, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By _____
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. F-221(11)

DELENA-HARPER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Revised project agreement estimate to include items retained in program status.)

Salem, Oregon, October 26, 1967

Type Code 7040
Railroad Relocation (Sta. 2338+00 to Sta. 2373+60)(Contract 6996)

Previous subtotal on estimate dated May 31, 1967		$ 71,978.00
SFO No. 3 Railroad Protective Service	All Required	5,000.00
SFO No. 3 Railroad Costs	All Required	39,758.00
EWO No. 2 Salvage and Reinstall Fence	All Required	2,000.00
EWO No. 4 Reconstruct Rd. Connection	All Required	3,500.00
		$ 50,758.00
	Subtotal	122,736.00
	10% Engr. & Cont.	12,273.48
	Total	$135,009.48
Estimated City of Rainier's Share of Sewer Pipe	All Required	(1,499.48)
	Grand Total	$133,510.00

Length of Project - - - - - - - - - - - - - - - 0.00 Mile

Federal Funds -	$ 84,700.00
State Funds -	48,810.00
	$133,510.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: S-1059

DELENA-BAUER SECTION

PROJECT NO. F-221(11)

Railroad Protective Service

Labor		$ 4,550.00
Perdiem		210.00
Equipment		735.00
	Total	$ 5,493.00
	Use	$ 5,500.00

Work by S.P. & S. Ry. Co.

Labor		$22,480.00
Materials		33,152.01
Equipment		2,070.00
Handling Expenses		1,658.93
Freight		1,153.06
	Subtotal	$60,514.00
Current Cost of Material Retired		(20,646.00)
Salvage		(110.00)
	Subtotal	(20,756.00)
	Total	$39,758.00

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
6-88		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4 1961	*(PPM 21-7)*	Columbia
		PROJECT NO. F-221(11)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 Rainier, 5th St. W. to 12 St. W.
Delena-Rainier Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-12-67	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 63.50

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 77,676	$ 49,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Klaboe
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 14, 1967

Oregon State Highway Department

Federal-Aid
Project No. F-221(11)

DELENA-RAINIER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

Project Agreement Estimate.

Salem, Oregon, May 31, 1967

Type Code 7040
Railroad Relocation (Sta. 2338+00 to Sta. 2373+00)(Contract No. 6996)

Clearing & Grubbing	All Required		$ 7,500.00
General Excavation, Unclassified	22,800 cu.yd.	$0.76	17,328.00
Emb. Foundation Excavation, Unclassified	13,700 cu.yd.	0.71	9,727.00
Overhead	5,600 C-yd.sts.	0.30	1,680.00
Finishing Roadbed and Slopes	All Required		2,000.00
Trench Excavation	1,880 cu.yd.	3.00	5,640.00
Watering	240 M-gal.	4.00	960.00
3/4" - 0 Material in Base	250 cu.yd.	3.50	875.00
Stone Base	1,900 cu.yd.	3.40	6,460.00
18-inch Culvert Pipe	88 lin.ft.	4.25	374.00
72-inch Culvert Pipe	94 lin.ft.	48.00	4,512.00
8-inch Sewer Pipe	114 lin.ft.	2.50	285.00
12-inch Sewer Pipe	226 lin.ft.	4.50	1,017.00
18-inch Sewer Pipe	330 lin.ft.	5.00	1,650.00
21-inch Sewer Pipe	570 lin.ft.	7.50	4,275.00
Extra for Pipe Under Railroad	All Required		2,100.00
Concrete Anchor Block	1 only	350.00	350.00
Concrete Manholes	3 only	585.00	1,755.00
Special Concrete Manhole	1 only	1,550.00	1,550.00
Guard Rail	330 linft.	4.00	1,320.00
Extra Guard Rail Posts	8 only	15.00	120.00
			$71,478.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
	Subtotal		$71,978.00
	10% Engr. & Cont.		7,197.48
	Total		$79,175.48
Estimated City of Rainier's Share of Sewer Pipe	All Required		(1,499.48)
	Total		$77,676.00

Length of Project - - - - - - - - - - - - -0.00 mile

RETAINED IN PROGRAM

Railroad Costs	All Required	$56,000.00
Salvage & Reinstall Fence (EW)	All Required	2,750.00
Reconstruct Rd. Conn. (Mill Pond, EW)	All Required	3,500.00
	Subtotal	$62,250.00
	10% Engr. & Cont.	6,225.00
	Total	$68,475.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Railroad Relocation	$77,676.00	$ 49,300.00	$28,376.00
Retained in Program Status	68,475.00	43,400.00	25,075.00
Total	$146,151.00	$ 92,700.00	$53,451.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

DELENA-RAINIER SECTION

NONPARTICIPATING

F-221(11)

Pacific Power & Light	All Required	$5,000.00
City of Rainier (Water)	All Required	4,000.00
		$9,000.00

Oregon State Highway Department

Federal-Aid
Project No. F-221(11)

DELENA-RAINIER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

P S & E Estimate

Salem, Oregon, April 4, 1967

Type Code YO40
Railroad Relocation (Sta. 2338+00 to Sta. 2373+00)

Clearing and Grubbing	All Req.		$ 2,000.00
General Excavation, Unclassified	22,800 cu.yd.	$ 0.60	13,680.00
Embankment Foundation Excavation, Unclassified	13,700 cu.yd.	1.00	13,700.00
Overhaul	5,600 C-yd.sta.	0.40	2,240.00
Finishing Roadbed & Slopes	All Req.		750.00
Trench Excavation	1,880 cu.yd.	3.00	5,640.00
Watering	240 M-gal.	3.00	720.00
3/4"-0 Material in Base	250 cu.yd.	4.00	1,000.00
Stone Base	1,900 cu.yd.	3.75	7,125.00
18-inch Culvert Pipe	88 lin.ft.	3.75	330.00
72-inch Culvert Pipe	94 lin.ft.	42.50	3,995.00
8-inch Sewer Pipe	114 lin.ft.	2.50	285.00
12-inch Sewer Pipe	226 lin.ft.	4.25	960.50
18-inch Sewer Pipe	330 lin.ft.	5.50	1,815.00
21-inch Sewer Pipe	570 lin.ft.	7.50	4,275.00
Extra for Pipe Under Railroad	All Req.		2,500.00
Concrete Anchor Block	1 only	100.00	100.00
Concrete Manholes	3 only	250.00	750.00
Special Concrete Manhole	1 only	1,200.00	1,200.00
Guard Rail	330 lin.ft.	3.50	1,155.00
Extra Guard Rail Posts	8 only	12.00	96.00
			$64,316.50
Flagging (57½ of Contractor's Cost)	All Req.		500.00
	Subtotal		$64,816.50
	10% Engr. & Cont.		6,481.50
	Total		$71,298.00

Length of Project 0.00 mile.

RETAINED IN PROGRAM

Railroad Costs	All Req.	$56,000.00
Salvage & Reinstall Cost	All Req.	350.00
	Subtotal	$56,350.00
	10% Engr. & Cont.	5,635.00
	Total	$61,985.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Railroad Relocation	$ 71,298.00	$45,200.00	$26,098.00
Retained in Program Status	61,985.00	39,360.00	22,625.00
Total	$133,283.00	$84,560.00	$48,723.00

DELENA-RAINIER SECTION

NONPARTICIPATING

F-221(11)

Pacific Power and Light	$ 5,000.00
City of Rainier	4,000.00
	$ 9,000.00

RECEIVED
NOV 9 - 1967

Memorandum

F-221(11)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 3, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-211(11), Delena - Rainier Section
Spokane, Portland and Seattle Railroad Adjustment

Mr. Litchfield's October 16, 1967 letter establishes documentation to support the contract method for the subject railroad work as well as resolution of three items in our April 12, 1967 PS&E memorandum concerning the railroad.

The contract method is satisfactory for use on this work as being in the public interest. Our October 27 memorandum confirmed the August 1, 1967 authorization date for the railroad work.

NOTED
F.B. KLABOE

11-9-67
REFERRED TO
Young - Litchfield
Jr. Asst. State Hwy. Engr

RECEIVED
NOV 1 1967
STATE OF
HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 5 - 1967
FOR FILING
F-221(11)
6996

November 1, 1967

#12

Grimstad & Vanderveldt, Inc.
Route 1, Box 643
Astoria, Oregon 97103

Gentlemen:

The State Highway Commission at its meeting on October 31 considered your request for an extension of time on Contract No. 6996 on the Delena-Rainier Section of the Columbia River Highway in Columbia County.

After considering the recommendation of the Engineer and other available information, the Commission increased the calendar days by 24.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. D. Asburry
Vernon Shull
L. H. Young
F. D. Morgan
Bureau of Public Roads
C. H. Maison

RECEIVED
NOV 1 1967

UNITED STATES GOVERNMENT

Memorandum

F-221(11)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6996

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 27, 1967

In reply refer to: 08-35-EC

SUBJECT: Oregon Project F-221(11), Delena - Rainier Section
Spokane, Portland & Seattle RR Company Agreement

Klaboe

We inadvertently overlooked confirming our verbal authorization to proceed with the railroad adjustment work on the subject project, therefore, you were authorized to proceed August 1, 1967.

RECEIVED
OCT 31 1967
STATE HIGHWAY ENGR.

NOTED
F. B. KLABOE

11-1-67

REFERRED TO
Young-Brown - Litchfield
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 27 1967
FOR FILING
F-221(11)
6996

October 27, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 1.
October 31, 1967 meeting

Gentlemen:

Grimstad and Vanderveldt, Inc., contractor on the Delena-Rainier railroad relocation on the Columbia River Highway, Contract No. 6996, has requested an increase of 43 calendar days because of the nonavailability of a mandatory borrow source.

After the project was awarded, it was discovered that the borrow area was beyond the limit of property on which the State had permits of entry. An attempt was made to find an alternate source and at the same time the need for the borrow material was re-examined. It was determined ultimately that the borrow material could be eliminated from the contract.

The calendar day count on this project started June 6. The contractor was notified that the borrow material would not be needed on July 18, 43 days after the calendar day count started. The contractor's progress was definitely interrupted during this interval but the value of the deleted work, or 19 days, should be deducted from the total 43 days. This reason therefore justifies an extension of 24 calendar days.

I recommend that the calendar days be increased by 24. This will reduce the liquidated damages, leaving $2,100 in effect as of the time a stop work order was issued October 6, 1967. Some additional liquidated damages will accrue when work is resumed next year.

This matter will be on the agenda for your consideration at the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

EaBiss fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6996 Contractor Grimstad and Vanderveldt, Inc.

Highway Columbia River

Section Delena-Rainier

Kind of Work Railroad Relocation

It is recommended that such extension be granted as requested under the following terms and conditions: Recommend 24 days extension for non-availability of mandatory borrow source.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant

State Highway Engineer

Contract No. 6996

Project designation F-221(11)
State—Federal

Date awarded May 24, 1967

Work started May 22, 1967

Per cent completed 25% 8-26-67
Date

Specified completion date 70 days

Previously extended to

Extension requested to 24 days

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date 25 August, 19 67

Gentlemen:

We, the undersigned, respectfully request an extension of 43 days time, from 15 August, 19 67, to 26 September, 19 67, within which to complete our Contract No. 6996, described as follows:

Railroad Relocation, Delena-Rainier Section, Columbia River Highway, Columbia County

The above request is based upon the following reasons:

By the 43rd calendar day of the contract the Highway Department had not obtained the borrow material (part of "Item No. 2. General Excavation, Unclassified). It was not until this 43rd day that a Price Agreement was prepared eliminating the borrow together with all of Item No. 3 (Embankment Foundation Excavation, Unclassified) and part of the Overhaul.

Respectfully submitted,

Grimstad and Vanderveldt, Inc.
Contractor

By Paul C. Vanderveldt
Paul C. Vanderveldt

CONSENT OF SURETY

Date 28 August, 19 67

We, UNITED PACIFIC INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

E. G. Fearey, Jr.
Attorney-in-fact

(SEAL)

Oregon
Resident Agent

State Printing 97813

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1967

RECEIVED
OCT 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

SUBJECT: Delena-Rainier RR Relocation
Contract 6996
Request for Time Extension

Grimstad and Vanderveldt, Inc., contractor on this project, has requested a 43 calendar day time extension because of the non-availability of the borrow source. This mandatory source was designated near the existing commercial quarry area and on the future "D" line connection to the Longview Bridge. At the time the project was advertised and cleared with BPR we certified that all necessary right of way was available. It was subsequently discovered that the borrow area was outside the described limits of our permits of entry. We then attempted to find an alternate source and enlisted the aid of the contractor in seeking one. The need for the planned embankment foundation excavation (which was to be backfilled with the rock borrow material) was also investigated further. It was ultimately decided to eliminate these items on this contract. Some of the remaining grading work which was ultimately done was influenced or controlled by the embankment foundation item. Although he does not cite a specification, we assume the basis for the request is Article 8-11, Right of Way and Access Delays. The contract includes the supplemental standard revision of this article which has been in use this year. Extension when a right of way delay occurs is not automatic. It is qualified by the words "if the performance of the contractor's work is delayed." Work day count started June 6. Notice of the deletion of the embankment foundation excavation and borrow was given to the contractor verbally on July 18, or 43 days after start of work day count (which is the time requested.)

Although the contractor's rate of progress has been poor we believe there is a stronger argument for extension. The contractor's scheduling and planning were interrupted for the 43 day interval, However, we believe the value of the deleted work partially offset this and should be taken into account. On a time-money basis it represented 19 days and this seems a reasonable approach. We therefore recommend a 24 day extension.

A stop work order was issued as of October 6 for the duration of the work to be done by railroad forces on the new railroad grade. At this time 122 days have been charged, or 52 days more than the 70 allowed. The daily amount of the liquidated damages is $75. As of now, 28 days amounting to $2100 would remain if the 24 days extension which amounts to $1800 is granted. The contractor still has some minor work to do after a resume work order which is not expected until January, 1968.

We have discussed this request informally with the BPR Area Engineer and find it is very unlikely that they would concur in any extension of time based on the right of way delay because of our certification to them made at the PS&E stage. We are quite sure that any time extension will have to be non-participating.

We recommend a 24 day extension be granted. We question the advisability of getting a formal BPR rejection in the records, and await further advise or discussion with you before preparing draft letters to process the request further.

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Staff Assistant

JAB:ss

RECEIVED
OCT 19 1967
FOR FILE

F-221(11)
6996

October 18, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Contract: 6996
FAP No. : F-221(11)

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 202, covering payment to railroad for damages caused by the contractor on the Delena-Rainier Section of the Columbia Highway in Columbia County.

This order is to cover the anticipated cost of damages, to the railroads communication lines, caused by the contractor. The amount will be deducted from the contractor and paid direct to the railroad by the State.

This work was recommended for approval by the BPR District Engineer October 11, 1967.

The estimated amount of this order is $50.00 with Federal participation of $45.00.

Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

BM:ted

RECEIVED
OCT 23 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
DAVID B. SIMPSON, MEMBER
Portland
FRED W. HILL, MEMBER
Helix
F-221(11)
6996

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Routing
Morgan
Decker
Walker
Swan
Rouse
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 23 1967
CONSTRUCTION
DIVISION

October 16, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Railroad Work
Delena-Rainier Section
Columbia River Highway
Columbia County
Project No. F-211 (11)
Contract No. 6996

Dear Sir:

The agreement between the Spokane, Portland & Seattle Railway Company and the State dated May 31, 1967, provides that the railroad is to furnish all materials, labor, equipment, supplies and supervision to relocate 3455 feet of main line track and 1,000 feet of passing track in addition to performing certain other related work made necessary by the construction of this project.

The railroad has advised us that they have entered into a contract with Goodat Crushed Rock to furnish all labor, services and equipment necessary to furnish, spread and compact approximately 800 cubic yards of 3/4" - 1 1/2" crushed ballast at the price of $3.10 per cubic yard. This 800 cubic yards of ballast will form the lower lift for the relocated main line track. After its placement, this will form a base on which the railroad forces may place their ties and rails for their new alignment without placing a switch in their existing track. After the rails are in place they will be cut in at each end and then the balance of the ballast will be placed by railroad forces from ballast cars in the usual manner. The placing of the lower lift of ballast makes it possible for the railroad to route trains over the new line before the ballast placing operation is complete.

The transfer of property of this land which is occupied by the new track has not yet been consumated and the State is still the owner of this property. Agreements the railroad has with their labor unions prohibit railroad forces from working onproperty which is not owned by the railroad. Therefore if the railroad were to perform this work with their own forces, they would have to wait until the property transaction is completed, (We expect to consumate this transfer after the upcoming Commission meeting on October 31, 1967), and then place the ballast in their normal manner, which would require the installation of a switch, laying of rail on the raw subgrade and the placing of ballast by the use of ballast cars. The installation of this switch has not been included in the railroad's estimate of $40,928 which was attached to the agreement. This switch would cost approximately $4,000 to install and later remove.

NOTED
F. B. KLAGGE
RECEIVED
OCT 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

The railroad has advised me that they normally obtain their ballast from a supplier at Scappoose. The following is the breakdown of cost per cubic yard that the railroad will pay to place ballast with their own forces:

Material loaded at Scappoose	$1.75
Freight Transportation to Rainier	0.40
Labor to Unload	0.34
Labor to Place	0.34
Work Train Service	0.20
Total per cubic yard	$3.03

While this appears to be 7 cents cheaper than the $3.10 the railroad is paying Goodat, you must consider the added expense of the switch which would be installed if the railroad were to do the work with their own forces. You also have to consider the fact that the railroad would have to wait until they acquire fee title to the property which would delay progress of the work a month or so. Goodat will place approximately 800 cubic yards of material, whereas the total amount needed by the railroad for this project is approximately 2500 cubic yards. In view of these facts as presented here, we feel the use of the contract method for this portion of the work is in the public interest.

In your letter of April 12, 1967, authorizing us to advertise this project, you asked for three matters to be resolved concerning the railway agreement. Theywere (1) resolve the matter of rail sizes as to betterment credit, (2) revise the special provisions to conform with the railroad agreement with regard to placing pipe under the railroad, and (3) to include the latest edition date of PPM 30-3. Revision Letter No. 1 dated April 21, 1967, changed the special provisions so that they agreed with the railroad agreement. The October 15, 1966 date of PPM 30-3 was interlineated at the time the agreement was signed by the Highway Commission. With regard to the matter of rail sizes, we submit the following for the record:

The matter of 112 lb. rail was discussed with Mr. Guy LaSalle of the railroad on April 13, 1967. He stated that the 112 lb. rail proposed for use on this section is rail salvaged from the John Day Dam Relocation between Vancouver and Spokane which is presently under construction by the Corps of Engineers. The existing mainline rail at Rainier is 90 lb. rail which is no longer available except on special order. If the railroad had to replace this 6910 lineal feet of rail in kind, they would have to purchase it at a cost of about $14,000. The 112 lb. rail is available from their second-hand stockpile and can be supplied at Rainier at a cost of about $7300.

The present passing track is composed of 72 lb. rail, which is presently non-standard. The railroad proposes to reconstruct their passing track with second-hand 85 lb. rail, which is the railroad's standard weight of rail for passing tracks. The 72 lb. rail is no longer used.

The 115 lb. turn-out is necessary to fit the 112 lb. rail. I am advised that 112 lb. rail is no longer standard. 115 lb. rail is a new design replacing 112 lb. rail, and this is the weight used by the Corps of Engineers to reconstruct the SP&S line on the John Day Dam project. The railroad does not stock 112 lb. turn-outs since they are no longer standard. The only time they use 112 lb. rail is when it is salvaged from other portions of their line and reused on branch lines. 112 lb. rail and 115 lb. rail are very nearly the same in cross section, and, therefore, it seems completely reasonable that the railroad use 115 lb. turn-out on this construction.

These matters were discussed by the undersigned with your Mr. John H. Girvin on October 10, 1967. In our discussions we agreed that the date of authorization of railroad work should be August 1, 1967. A copy of the signed agreement was transmitted to you with Mr. Young's letter of July 31, 1967. We now request your authorization to proceed with railroad work effective August 1, 1967, along with the approval to use the contract method for a portion of the work since this is in the public interest.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
L. H. Young
C. H. Maison
R. D. Asburry
L. P. Shaw
F. W. Sugnet

RECEIVED
OCT 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

TELEPHONE 556-2201

CITY OF RAINIER

RAINIER OREGON
97048

OFFICE OF:

City Recorder

October, 10,1967

State of Oregon Highway Department
Rainier,Oregon

Gentlemen:

Att: Vern Shull

The City of Rainier, Oregon agrees to accept the Fence, sewer work & W 6th st roadway- as completed by the contractors.

Very truly,

Grace M Brown

City Recorder

FORM E-723X 50M 7-65

RECEIVED
SEP 26 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-221(11)

6996

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 22, 1967

Grimstad and Vanderveldt, Inc.
Route 1, Box 643
Astoria, Oregon 97103

Subject: Railroad Relocation
Delena-Rainier Section
Columbia River Highway
Contract No. 6996

Gentlemen:

Your attention is again invited to the lack of progress on the above project.

With only four men, including the foreman, on the project, progress has been limited to only one major work item at any given time.

We note that from August 22, 1967 to September 19, 1967, a total of twelve days have been used on the grading and it is not completed. A total of eight days have been used on the small amount of crushed rock and it is not completed. The guard rail installation has not commenced. Considerable work remains to be accomplished on finishing roadbed and slopes as well as various items of Forces Account work.

We have been and remain concerned with the slowness in prosecuting this project.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:VS:sm
cc R. L. Porter
F. D. Morgan
C. K. Hoesmer
V. E. Shull

RECEIVED
SEP 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 8 - 1967
FOR FILING

Fred W. Hill, Member
Helix
F-221(11)
6996

September 7, 1967

Col. Robert L. Ramport
District Engineer
Corps of Engineers,
Portland District
628 Pittock Block
Portland, Oregon 97205

Dear Sir:

Herewith for your information are copies of Order for Extra Work No. 7, covering reinstalling 81 lin.ft. of 21-inch sewer pipe, reinstalling concrete anchor block and furnishing and placing backfill material on the Helena-Rainier (Railroad Relocation) Section of the Columbia River Highway in Columbia County, Contract No. 6996 in connection with Federal-Aid Project No. F-221(11).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:elh

RECEIVED
SEP 18 1967

SP 23657.734

F-221(11)
6496

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Rainier, Oregon
Sept. 6, 1967

To: Mr. R. D. Asburry
Division Engineer
Salem, Oregon

SUBJECT: Corps of Engineers Dredging
Railroad Relocation
Delena-Rainier Section

The Corps of Engineers dredging, adjacent to our R/W, has been completed with no further damage since they washed out some sewer pipe as I reported in a letter dated Aug. 30, 1967.

The dredging did result in our being able to eliminate a small area of riprap Sta. RR 2268 to 2271, EWO No. 5. A little dozer work will be needed this area, but no shot rock.

Vernon E. Shull
Vernon E. Shull
Resident Engineer

NOTED
F B KLABOE

RECEIVED
SEP 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

cc F. B. Klaboe
F. D. Morgan

[redacted] Inc.

[redacted]
ASTORIA, OREGON

F-221(11)
6996

22 August 1967

RECEIVED
AUG 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Mr. R. D. Asburry, Division Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Railroad Relocation, Delena-Ranier Section, Columbia River Highway, Contract No. 6996

Dear Sir:

We have your letter of 18 August expressing concern that we have 43% of our project yet to complete.

This is in gross error.

The source of this erroneous information puzzles us as does the reason for its documentation.

The total bid amount on this project was $71,478.00. On the 43rd day of the calendar day count it was arbitrarily decided that a major item ('3. Embankment Foundation Excavation, Unclassified" together with its replacement portion of "2. General Excavation, Unclassified" and "4. Overhaul") would be eliminated, which constituted 28% of the job. By this date the State still had not obtained the material that was to replace the Embankment Foundation Excavation.

With the deletion of the 28%, pipe was by far the majority of the remainder of the work. The minor amount of grading could not be completed until the pipe was completed.

We exerted every effort even in advance of contract to install the pipe ahead of the abnormal rising spring freshet-and failed. Work on the pipe continued through the freshet at great loss with continued failure. Dewatering, again at great loss, proved impossible because of the porous nature of the river sands.

In view of these fforts and the disappointment at their failure, the implication that we have made negligible effort to pursue this job is particularly distressing.

RECEIVED
AUG 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

1.

22 August 1967 Contract No. 6996

Aside from this, the figures are not true. At this date we have all pipe and concrete in. Grading is being completed, and as soon as it is, the remaining small amount of rock and guard rail will finish the job in very little time. At this date we estimate only $11,000.00 to completion, and most of that is in the cost of rock and guard rail.

Very truly yours,

GRIMSTAD AND VANDERVELDT, INC.

Paul C. Vanderveldt

Paul C. Vanderveldt

cc R. L. Porter
F. D. Morgan
Glenn K. Hossner
Vernon Shull

AUG 18 1967

E-221(11)

6496

August 18, 1967

Col. Robert L. Bangert
District Engineer
Corps of Engineers, Portland District
628 Pittock Block
Portland, Oregon 97205

Dear Sir:

Subsequent to Mr. Malin's telephone call on August 10, I assigned Mr. Vern Shull, our Resident Engineer in Rainier, to meet with members of the Rainier Manufacturing Company and the Corps of Engineers.

Mr. Shull has reported to me that the operations outlined during this meeting do not adversely affect the Department's use of our right-of-way. You are, therefore, given permission to enter upon this right-of-way from Station 2855 to Station 2870 with equipment and materials to accomplish the spoil work. This permission will in no way relieve the Rainier Manufacturing Company or the Corps of Engineers of liability in connection with such operations. If these operations are determined to be adverse to the Oregon State Highway Department, its Resident Engineer shall have the right to order the immediate cessation of activities.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Tom Malin, Rainier Manufacturing Company

Forrest Cooper
R. L. Porter
F. D. Morgan
R. D. Asburry
Vern Shull - Note: You are charged with the responsibility of viewing these operations and if they become, in your opinion, detrimental to our interests, to cause their cessation.

JBB:mj srb

FBK

5-1059

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1967

SUBJECT: Corps of Engineers Dredging
Railroad Relocation
Delena-Rainier Section

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
D e p a r t m e n t

You called relative to a meeting between the Rainier Manufacturing Company's representatives and the U. S. Corps of Engineers personnel at 10:30 a.m. this date.

Mr. Vern Shull, Resident Engineer at Rainier, met with Mr. Tom Malin, President of the Rainier Manufacturing Company, and representatives of the Corps of Engineers. Mr. Shull did not get the representatives' names but they were the Captain and First Mate of the dredge presently operating at Rainier. Mr. Shull hiked over the ground with these people and saw that there was no adverse effect on our project or right of way purchased by the Oregon State Highway Department by the Corps of Engineers intended operations. The operations will involve our right of way to only a limited extent from Station 2855 on the railroad relocation to Station 2870 on the railroad relocation. The material will not be placed to any elevation that will interfere with our use of the property in any way according to Mr. Shull. The parties involved requested that we give them a letter indicating our permission.

Attached is a rough draft for your signature agreeing to their use of our right of way under the conditions given.

R. D. Asburry
Division Engineer

By J. B. Boyd
J. B. Boyd
Assistant Division Engineer

JBB:mj
cc F. D. Morgan
Vernon Shull

RECEIVED
AUG 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 22 1967
COMMISSIONERS
FOR FILING
GLENN R. RICHARDSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
F-221(11)
6176

5-1039

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 18, 1967

Grimstad & Vandervoldt, Inc.
Route 1, Box 643
Astoria, Oregon 97103

Subject: Railroad Relocation
Delena-Rainier Section
Columbia River Highway
Contract 6996

Gentlemen:

The contract for construction of the subject project was awarded to you May 24, 1967, with 70 calendar days allowed for completion of the project. Those 70 calendar days expired August 14. At the end of the week preceding that, 29 per cent of the contract work according to our figures had been completed. We are in the process of eliminating approximately 28 per cent of the project, leaving 43 per cent, approximately, to be completed.

We are quite concerned about the slowness in prosecuting this project and would ask that you renew your efforts in this regard, as there are other contractors and contracts that are and will be involved. In order to get this overall project opened on time, it is necessary to ask that you do not take more than your full share of the time available and complete your project as nearly in conformance to the time authorized for your project as possible.

Very truly yours,

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:CW:am
cc R. L. Porter
F. D. Morgan
Glenn K. Hoesner
Vernon Shull

RECEIVED
AUG 21 1967
STATE HIGHWAY ENGINEER
R. L. PORTER

NOTED
F. B. KLABOE

F-221(11)

Form E-226-4M 8

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 27 1967 By W. E. Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Delena-Rainier Date July 27, 1967

Highway Columbia River Contract No. 6996

County Columbia Prefix 5-1059

Contractor Grimstad & Vanderveldt, Inc. F. A. Project No. F-221(11)

Address Rt. 1 Box 643, Astoria, Oregon 97103 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

1. Install 18" Sewer Pipe in an existing manhole.
2. Install an existing 6" Sewer Pipe into an 18" Sewer Pipe.
3. Install 9 steps in a special manhole.

Location by station numbers:

1. Rt. L 2361+25
2. Rt. 1 2362
3. Lt. SR 4+55

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$100.00
Equip. rental	30.00
Material	20.00
	$150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

An existing manhole was found Rt. of 2261+25, the new 18" Sewer will be installed in same. An existing 6" Sewer was found Rt. of 2362, this will be installed into the new 18" Sewer. No steps were provided for in the Special manhole.

Work has not commenced this date. Expected to commence July 31, 1967.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 161,131.50
Present estimate of project cost, including $ 150.00 for work under this order	$ 161,131.50
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

Young 8-23-67

BP-23571-734

F-221(11)

Form E-336—436

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 20 1967 By M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Delena-Rainier (Railroad Relocation) Date July 21, 1967

Highway Columbia River Contract No. 6996

County Columbia Prefix 5-1059

Contractor Grimstad & Vanderveldt, Inc. F. A. Project No. F-221(11)

Address Rt. 1 Box 643, Astoria, Oregon 97103 Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place loose riprap. Shot rock to be furnished by a commercial source on a "truck measure" basis, delivered to the Railroad grade where required prior to "finishing roadbed & slopes". Riprap to be placed on the slopes by bulldozer or other economical method approved by the engineer.

Location by station numbers:

Left Embankment slopes RR 2268-2271 and RR 2876-2879.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Furnishing & hauling 600 cu.yd. shot rock @ $1.75	$1,050.00
Placing 600 cu.yd. loose riprap on slopes @ $0.25	150.00
Plus 15%	180.00
Total	$1,380.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work requested by S.P. & S. railroad and approval to accomplish it has been obtained. The present railroad grade is protected from water erosion by various forms of slope protection including rock, heavy vegetation, clay soil and an old building. The new railroad roadbed will be constructed of sand and definitely needs slope protection where exposed to water erosion. I was unable to obtain realistic prices, from the contractor to do this work on a unit basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Work has not commenced.

Project authorization	$161,131.50
Present estimate of project cost, including $1,380.00 for work under this order	$161,131.50
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

AUG 3 0 1967
STATE HIGHWAY ENGINEER

Submitted by: /s/ Vernon E. Shull, Resident Engineer

Approval Recommended: /s/ John A. Bond for, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP*23177-734

Young 8-16-67

RECEIVED
JUL 19 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
F.221(11)
6.996

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 17, 1967

Spokane, Portland & Seattle Railway Company
1101 NW Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Bargain & Sale Deed Form
Delena-Rainier Section
Railroad Relocation
Columbia River Highway
Columbia County

Gentlemen:

Herewith you will find a copy of the proposed bargain and sale deed by which we intend to convey to you the property required on the above-captioned section for the relocation of the railroad.

Please review this document and if it is satisfactory to you we will present it to our Highway Commission for execution at themeeting of August 29, 1967.

We understand that you are in the process of preparing a similar deed which will convey your existing right of way through the area to the State. Upon completion of this document we will appreciate an opportunity to review it prior to your signing it. It is also understood that your property will not be conveyed to the State until the relocation of your tracks is completed and the existing tracks are removed.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: F. B. Klaboe
Jack Sollis
R. D. Asburry
F. W. Sugnet

Encl.

NOTED
F. B. KLABOE

RECEIVED
JUL 19 1967
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1967

SP*23811-734

F-22:(11)
6996

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1967

To: Mr. E. F. Saling
R/W Office Manager
BUILDING

SUBJECT: Description of Property to be Conveyed to Railroad
Delena-Rainier Section Railroad Relocation
Columbia River Highway
Columbia County

Attached you will find the description of property the State will convey to the Spokane Portland & Seattle Railway company on which the new railroad grade is being built to accommodate the construction of the highway through this area.

This description was prepared by Floyd Scott's office and has been reviewed and approved by the railroad. Please submit the deed to me so that I may present it to the Highway Commission at their meeting of July 18, 1967.

We are asking the railroad to prepare a deed for the property they are to convey to us in exchange for this property. This exchange is provided for in an agreement which was executed by the Highway Commission at their meeting of June 8, 1967.

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
Jack Sollis

RECEIVED
JUN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 9 - 1967

FORM 6-125

FOR FILING

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F 221(11)

6996

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

June 8, 1967

Grimsted & Vanderveldt, Inc.
Rt. 1, Box 643
Astoria, Oregon 97103

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6996 for railroad relocation on the Delena-Reinier Section of the Columbia River Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc **United Pacific Insurance Company**
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
JUN 2 - 1967
FOR FILING
E-221(11)
4196

June 2, 1967

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the June 8 meeting an agreement with the Spokane, Portland & Seattle Railway Company covering the relocation of its tracks required by the construction of the Delena-Rainier section of the Columbia River Highway in Columbia County.

This agreement provides for the State and the Railway to exchange property required in connection with this project, for the State to construct the railroad subgrade, and for the Railway to construct the tracks thereon. The State is also required to keep the tracks clear at all times and to remove any obstruction from the track resulting from highway construction or maintenance. The State is further required to reimburse the Railway for extraordinary maintenance encountered by it on this section of track for the period of one year following the opening of this track to regular train operation. The Railway must complete the construction of the new track and removal of the existing track within 90 days of the acceptance of the subgrade by the Railway. The estimated cost of the Railway's work on this project is $40,928.

This agreement has been reviewed by the Bureau of Public Roads and found to be satisfactory.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query - Please initial changes in agreement.
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn. T. W. Litchfield)
C. H. Maison
R. D. Asburry

TWL:ss fn

Form E-208—SM 6

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 12 1967 By A. Dow
Title U.S. Coordinator

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Delena-Rainier Date June 2, 1967

Highway Columbia River Contract No. 6996

County Columbia Prefix 5-1059

Contractor Grimstad & Vanderveldt, Inc. F. A. Project No. F-221(11)

Address Rt. 1, Box 643, Astoria, Oregon 97103 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reconstruct road connection, reconstruct service road, move scrap metal along present service road, resurface road connection with asph. and service road with crushed rock.

Location by station numbers:

Service Rd. ----- RR 2845 - 2852 Lt.
Road Connection-- RR 2852+20 Lt.

Estimate of quantities and cost:

Labor----------	$1,225.00
Material ----------	875.00
Equip. Rental ----------	1,400.00
Total	$3,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The present rd. conn. will have to be altered to accommodate log truck traffic to log dump; present RR xing to be patched. The present service rd. will have to be relocated adjacent to R/W line. Present roads are on plans, Sheet 4. Funds provided in Project Authorization. Work has not commenced.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$161,131.50
Present estimate of project cost, including $3,500.00 for work under this order	$161,131.50
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer Asst. Division Engineer

Approved: /s/ L. H. Young XXXXXXXXXXXXXXXXXXXX Office Engineer.

NOTED
F. B. KLABOE

Young 6-20-67

SP*6291-734

STATE COPY

Form E-208—5M

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 6 1967 By T. Dew
Proj. Coordinator
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Delena-Rainier Date May 31, 19 67

Highway Columbia River Contract No. 6996

County Columbia Prefix 5-1059

Contractor Grimstad & Vanderveldt Inc. F. A. Project No. F-221(11)

Address Rt. 1, Box 643, Astoria, Oregon 97103 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Salvage & Reinstall Fence.

Chain-link fence and double gate to be re-installed parallel to Railroad tracks, on Rainier Mfg. Co. property. All new posts and salvaged wire to be used. A temporary gate (or watchman) will be required nights and weekends.

Location by station numbers:

Lt. of RR 2845 - 2854

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$ 800.00
Material	600.00
Equip. Rental	600.00
Total	$2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The present chain-link fence has to be removed for railroad construction. New posts will be used to expedite reinstallation of fence.

Funds provided in Project Authorization.

Work has not commenced.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 161,131.50	
Present estimate of project cost, including $2,000.00 for work under this order	$ 161,131.50	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Vernon E. Shull, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer for Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*21577-734

Young 6-19-67

Form E-208—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
MAY 29 1967
Date GL-P
Title Eng. Coordinator
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Delena-Railier Date May 31, 1967

Highway Columbia River Contract No. 6996

County Columbia Prefix 5-1059

Contractor Grimstad & Vanderveldt Inc. F. A. Project No. F-221(11)

Address Rt. 1, Box 643, Astoria, Oregon 97103 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Salvage and reinstall fence. Chain link fence and gate to be reinstalled at City Sewer Plant, on RR R/W line, with all posts to be set in concrete.

Location by station numbers:

Lt. of RR 2873-2875.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$300.00
Material	150.00
Equip. Rental	200.00
Total	$650.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The present chain link fence and gate has to be moved to the proposed RR R/W line.
Funds provided in Project Authorization.
Work is expected to commence June 5, 1967.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$161,131.50	
Present estimate of project cost, including $650.00 for work under this order	$161,131.50	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ Vernon E. Shull, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [illegible]

Approval Recommended: /s/ Gerald Wimer, Ass't. Division Engineer

Approved: /s/ L. H. Young, [illegible] Highway Engineer or Office Engineer.

SP-22877-734

Signed 6-19-67

RECEIVED
JUN 1 - 1967

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILES

F-221(11)

U.S. DEPARTMENT OF TRANSPORTATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 25, 1967

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-221(11)
Delena - Rainier Section
Railroad Relocation

As requested in Mr. Young's letter of May 24, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of May 24, 1967 in the award of Contract No. 6996 to Grimstad and Vanderveldt, Inc. of Astoria, low bidder in the amount of $71,478.00 at the May 11, 1967 bid opening.

6-1-67
REFERRED TO
Young
BY ASST. STATE HWY. ENGR

RECEIVED
MAY 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FOR FILE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 27 1967
FOR FILING
F221 (11)
6996

May 24, 1967

Bid May 11

Grimstad & Vanderveldt, Inc.
Rt. 1, Box 643
Astoria, Oregon 97103

Gentlemen:

The State Highway Commission on May 17, 1967, accepted your proposal for railroad relocation on the Delena-Rainier Section of the Columbia River Highway in Columbia County for the sum of $71,478.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6996. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 6, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures
bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

R. D. Asburry
Vernon Shull
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
MAY 25 1967

Fred W. Hill, Member

Helix F-221(11)

6996

May 24, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Concurrence as of May 24, 1967, is requested in the award of contract for the Delena-Rainier Section, Project No. F-221(11).

The contractor receiving the award is Grimstad and Vanderveldt, Inc., of Astoria, in the amount of $71,478.00, with Contract No. 6996 assigned. This bid was received on May 11, 1967, and will be awarded May 24, 1967, after you have signed our authorization sheet.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment, as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations; also, all necessary crossing permits have been issued for this project. A tabulation of numbers follows:

City of Rainier	X 11735
Pacific Power and Light	X 11747 and 11748
Pacific N. W. Bell - no permit necessary as there is joint use of poles with Pacific Power and Light.	

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

FORM S-128X SOM 7-66

RECEIVED
MAY 24 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. RIDDEL, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-321(11)

6996

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 22, 1967

Spokane, Portland, & Seattle Railway
1101 NW Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H.F. Moy

Re: Description of Property to be Conveyed to Railroad
Delena-Rainier Section - R.R. Relocation
Columbia River Highway
Columbia County

Gentlemen:

Herewith you will find two copies of a metes and bounds description of the property the State intends to convey to the railroad as requested in your letter of April 26, 1967. This should conform to the area shown on our encroachment map No. 8B-27-21 which was handed to you on April 25, 1966 along with a description of the property we intend to acquire from you, our File 34087.

Please review the attached description and that of our File 34087 and advise if any changes should be made prior to our preparing the final documents.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

Enc.

cc: ~~F.B. Klaboe~~
Jack Sollis
R.D. Asburry
F.W. Sugnet

RECEIVED
MAY 17 1967

[redacted]

FRED W. HILL, Member
Helix

May 17, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Tentative concurrence is requested in the award of contract for the Dalena-Rainier Section, Project No. F-221(11).

Grimstad and Vanderveldt, Inc., of Astoria, submitted the low bid of $71,478.00, which is $7,161.50 (11.1%) over the Engineer's estimate of $64,316.50. Five other bids were received in the amounts of $80,014.50, $90,633.50, $114,339.00, $126,618.80 and $134,000.00.

The item "Clearing and Grubbing" accounts for most of the increase in bid amount over our estimate. This is one area that is most difficult to estimate costs. There is one other factor involved that possibly affected the bid prices and that is the short working period of 70 calendar days specified to complete the project. Our time is being controlled by scheduling of the grading and paving of this area in September.

As the six bids received are a normal response to our advertising for bids, we feel the bids are reasonable and the Engineer's estimate was slightly low. We also feel it is in the public interest to award the contract at this time rather than delay construction by readvertising for new bids and then interfere with the grading and paving project that is coming up.

We are sending two copies of bid tabulations for this project. If any further information is needed, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: F. B. Klaboe
M. N. Juve
R. N. Chase

Enclosures

RNC:ia

RECEIVED
MAY 19 1967
FOR ...

F-221(11)

6911

May 17, 1967

Grimstad and Vanderveldt, Inc.
Route 1, Box 643
Astoria, Oregon

Gentlemen:

The State Highway Commission today accepted your bid in the amount of $71,476.00 for railroad relocation on the Delena-Rainier Section of the Columbia River Highway in Columbia County, which was the low bid received for that job on May 11, 1967.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as approval of the Bureau of Public Roads is received. When approval has been received, we will let you know.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

FORM E-123X 50M 7-66

RECEIVED
MAY 1 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 9, 1967

City of Rainier
City Hall
Rainier, Oregon

ATTENTION: Mr. T.I. Kallunki

Re: Sewer Facility Adjustment
City of Rainier
Delena-Rainier (R.R. Relocation) Section
Columbia River Highway
Columbia County

Gentlemen:

The approved copy of our letter, setting forth the method for determining the cost to the City of Rainier for installing larger sewer pipe than presently in place, was received on May 5, 1967.

State Highway Department policy requires that, when the State's contractor performs work for other than the State, the contractor will not be instructed to proceed with this work until a check for the estimated cost of the work is deposited with the State.

You are therefore requested to deposit with the State a check in the amount of $1,499.48 to cover the estimated difference in cost of sewer pipe, at the job site but not installed, for the increase over the existing sizes. Adjustment will be made upon completion of the work if the costs are greater or less than estimated. Your deposit should be mailed to: Mr. C.H. Maison, Controller, State Highway Building, Salem, Oregon 97310.

Your early attention to this matter will be greatly appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer

By Jarlmar Lotinigel
for T.W. Litchfield
Utilities Liaison Engineer

JMC:sg
cc: ~~E.B. Klaboe~~
L.H. Young
C.H. Maison
R.D. Asburry
Vernon Shull
F.W. Sugnet

RECEIVED
MAY 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-130X 50M 7-66
RECEIVED
MAY 1 1967
COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 8, 1967

Pacific Power & Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R.H. Sallee

Re: Power Line Adjustment
Delena-Rainier (R.R. Relocation) Section
Columbia River Highway
Columbia County
YOUR FILE: PD-9-PO-14

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 27, 1967, have been approved by the State. You are hereby authorized to proceed with the work as of May 8, 1967.

Prior to beginning work, contact Mr. Vernon Shull, Resident Engineer, P.O. Box 530, Rainier 97048, Phone 556-5681, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Permits for your relocated crossings of the State Highway right of way are being initiated by Mr. John F. Hagemann, Assistant Director of Permits, and will be forwarded to you for review and signature in the near future.

Reimbursement for the work performed on or subsequent to May 8, 1967 (in the amount of $4,882) will be made in accordance with Paragraph 7g(3) of PPM 30-4 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

JMC:sg
cc: E.B. Klaboe
~~A.W. Parsons~~
L.H. Young (2)
C.H. Maison
R.D. Asburry
Vernon Shull
R.M. Smith
F.W. Sugnet

RECEIVED
MAY 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 20 1967

Form CD-121 (11-66) (Pres. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

F-221(11)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION.
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: April 12, 1967

In reply refer to: 08-35.2-DB

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-221(11)
Delena-Rainier Section
Railroad Relocation

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with relocation advisory assistance unnecessary as indicated in Mr. Moehring's March 29, 1967 report except the following:

File No. 39754 - Rainier Mfg. Co.

We understand this file will be clear for contractor's use by date of bid letting either by option or condemnation prior to your request for our concurrence in award.

According to your estimate, the utility adjustments involved will be on a nonparticipating basis. However, prior to your request for concurrence in award and in accordance with provisions of sub-paragraph 15d of PPM 30-4, we will require serial numbers of permits issued to the following utilities:

Pacific Northwest Bell Telephone
Pacific Power & Light Co.
City of Rainier (water)

4-20-67
REFERRED TO
Litchfield
BY ASST. STATE HWY. ENGR.

In addition it will be necessary for you to certify that necessary arrangements have been made for proper coordination of such work.

A proposed Spokane, Portland & Seattle Railway agreement has been received and is considered satisfactory, except for the following items which were discussed with Mr. Litchfield on April 12, 1967.

NOTED
F. B. KLABOE

1. Resolve matter of rail sizes as to betterment credit.

2. There is a conflict between R/R agreement and contract special provisions regarding responsibility for payment to

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

File: 710.12

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APR 11 1967
FCA - [illegible]

FORM PR-48 (REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-5-67

BY (Signature): Mr. Young's March 21, 1967 letter

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 466 THRU 468

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (Stage) LOCATION	WORK
466	F-221(11) – 6116	0.00	$ 111,000	$ 69,300	Delena - Rainier	RR Relocation
467	F-171(11) – 7011	3.63	$2,300,000	$1,450,000	Burlington - Portland City Limits Section	Grade, Pave, 1 Structure
468	F-59(3) – 7012	4.02	$ 890,000	$ 552,000	Holmes Gap - Baskett Slough Section	Grade, Pave

NOTED
F. B. KLABOE

Young
4-11-67

REMARKS (Division)

You are authorized to proceed with utility and railroad preparatory work on Items 466 and 467 effective today.

The determination of railroad benefits for Item 468 and the proposed protection shall be governed by PPM 21-10. On Items 466 and 467 it is recognized there are no apparent railroad benefits.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-5-67	T. Dec, Engineering Coordinator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

DOCUMENT 15988.PDF

FOR FILING
APR 5 - 1967
F-221(11)

Mr Maehring
Klabee

LAW OFFICES OF
DUFFY, STOUT & GEORGESON
1404 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 226-1371

CHARLES P. DUFFY
WALDEN STOUT
DONALD J. GEORGESON
JOYLE C. DAHL
EDWIN C. LAGERQUIST

NOTED
JOHN R. OAKES

March 31, 1967

Mr. J. J. Smith
District Right-of-Way Supervisor
Oregon State Highway Commission
5821 N. E. Glisan
Portland, Oregon

NOTED
F. B. KLABOE

Re: Your File No. 39754

Dear Mr. Smith:

It appears that the officers of Rainier Manufacturing Co. are prepared to execute the proposed real estate option with the State Highway Commission, although the matter is to be reviewed once again by the president of the company when he arrives in Rainier from Los Angeles within the next week or so.

It further appears that the questions which I raised concerning the ambiguous language contained in Exhibit C and as to the method of valuing the submerged land have been answered by you to the best of your ability under present circumstances, and under such condition I must withdraw any objections I might have had.

Accordingly, unless further questions or objections are raised by the company upon review by its president, I believe that the transaction may be concluded.

Thank you for your courtesy and cooperation.

Very truly yours,

Walden Stout

WS:im

cc: Mr. Don V. Bellamy
Rainier Manufacturing Co.
Rainier, Oregon

RECEIVED
APR 3 1967
METRO. R/W DEPT.

4/6/67
Send copy to Mr. Klabee.

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAUL RETTKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
MAR 21 1967

F-22.1(11)

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

March 27, 1967

RECEIVED
MAR 3 1967
CONSTRUCTION
DIVISION

NOTED
F. B. KLABOE

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 21, 1967 which had enclosed the plan title sheets for a number of projects.

The following projects should have no adverse effect on fishery resources and are approved:

North Albany Interchange Section, Pacific Highway, Linn County
Stanfield Junction-Pendleton Section, Old Oregon Trail Highway, Umatilla County
Delena-Rainier Section, Columbia River Highway, Columbia County
Burlington-Portland Section, Columbia River Highway, Multnomah County
Reese Creek-Reese Creek Summit Section, FAS 287, Jackson County
Holmes Cap-Baskett Slough Section, Pacific Highway West, Polk County
Kent Section, FAS 666 and 668, Sherman County
Powell Valley Road-Duncan Road Section, Mt. Hood Highway, Clackamas County
Halsey-Eugene Section, Albany-Junction City and Pacific Highways, Lane and Linn Counties
Drake Creek-Warner Highway Section, FAS 807, Lake County

Regarding the LaGrande Section, we wish to consult with our regional personnel before approval. Considerable spawning of anadromous fish occurs in the area of the extensive channel change and some provisions may be needed.

We will write you regarding this project in a very short time.

3-28-67 Copies to:

F. B. Klaboe	L.W. Rulien (4)
L. H. Young	R.D. Asburry (8)
Frank Hall (11)	L.R. Chandler (4)
T. C. Roake	J. F. Putnam (4)
J. E. Morelock	A. F. Pareon (4)

fw

ROK/dm

cc: Director OFC

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By K. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
MAR 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 24 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-221 (11)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 22, 1967

Mr. Don V. Bellamy
Vice President
Rainier Manufacturing Company
Rainier, Oregon 97048

Dear Mr. Bellamy:

In regard to your letter of March 10, 1967, wherein you requested that the road to your log dump be kept open to log traffic during construction of the relocation of U. S. 30 in the vicinity of your operations, please be advised that we have given this due consideration and believe this can be accomplished.

We will specify in our special provisions that this road be kept open in a state suitable for log traffic at all times. At times the road may be in a rough condition, but we will endeavor to keep it suitable for safe log truck traffic.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
F. B. KLABOE

By F D Morgan
F. D. Morgan
Construction Engineer

RDA:am:fw

bc F. B. Klaboe
R. D. Asburry
J. J. Smith
Vernon Shull

RECEIVED
MAR 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RAINIER MFG.
RAINIER
ORE.

RAINIER MANUFACTURING CO.

RAINIER, OREGON - PHONE 6-4411

- PREMIUM QUALITY LUMBER
- WATER & RAIL SHIPMENTS
- WCLA GRADE RULES

March 10, 1967

Mr. Asburry, District Engineer
and
Mr. Vern Shull, Resident Engineer
Oregon State Highway Department

Subject: Section of Highway 30 that passes through Rainier Manufacturing Co. property in the City of Rainier.

Gentlemen:

Per suggestion of your Mr. J. J. Smith, we are requesting that in your construction contract, provision be made that the access to our log dump be maintained and kept open at all times for log truck traffic.

Due to our type of operation, and the frequency of truck use, it would be very disrupting to have traffic blocked to this installation.

Very truly yours,

RAINIER MANUFACTURING CO.

Don V. Bellamy
Vice President

sp

RECEIVED
MAR 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 . 1967
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
MAR 22 1967
FOR FILING

F-231(11)
6996

March 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for three Primary Projects, Items 466 thru 468, which we desire to have included in the Federal-Aid Primary Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

RNC:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P

(PPM 2

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEA
CARD 2	1 (19) (20)	US 30 Rainier (5th St. W. to 12th St. W.) 21 65	ADT	6,800	11,600 (68) (70)	8 (71)

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUT
CARD 3	Railroad Relocation 26 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

	CLASS OF FEDERAL FUNDS	COUNTY NAME	
CARD 4	Primary	Colu	
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AI 1

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		US 30 Rainier (5th St. W. to 12 St. W.)			
5					ROW		(Delena-Rainier Section)			
5					CONST (CODE)			0.00	110,000	69,300
								0.00	110,000	69,300

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

W.) (68)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		6,800 (66)	11,600 (70)	87 (71) (72)	08	Oregon	35 (2) (3)	012 (4) (9)	466 (14) (18)

UPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
					F-	221(11)			

COUNTY NAME: Columbia — CODE: 009 (14) (16)

ROUTE NO. P — FEDERAL-AID: 1 (32) — STATE: 2 (36) (37) — U.S.: 30 (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54) (55)	TOTAL ESTIMATED COST (59)	FEDERAL FUNDS (66) (67)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)* (76)
					Railroad Relocation, drainage and utility adjustments. Frontage Rd. 20'. (Future 4-12' lane facility). ROW - 160' normal; Access Control - partial; Parking Restrictions - partial; Utility and RR - adj. req. incl. prep. work.
0.00	110,000	69,300	40,700		
0.00	110,000	69,300	40,700		

(16) (23) (24) (33) REMARKS

USCOMM DUSCOMM-DC 48905-P61

DELENA-RAINIER SECTION

PROJECT F-221(11)

Existing Facility

18" PCC pavement with 6' shoulders within the City of Rainier (between 5th St. and 12th St.).

Adjacent Facilities

Same as Existing.

Project Data

Relocation of approximately 3,000' of the SP & S Company tracks including the required adjustments of drainage, sewage and utility facilities.

It is the present intention of the State to let a contract covering the construction of the new railroad grade, required drainage, sewage and other utility facility adjustments and required frontage or service roads. The laying of new track including ballast adjustment of RR signal and communications facilities and removal of existing track is to be done by the SP & S Company.

Railroad Data

The relocation involves the main line track and a spur track of the SP & S Company. The present highway and the proposed new highway location does not cross the railroad. However a service road does require a new crossing and a PUC order will be applied for.

There is no RR benefits.

System Action, Airports, Water Development - None involved.

Public Hearing - Held October 27, 1964.

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JAN 24 1967
"FOR FILING"
F-23.1 (1)
6.11.2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1967

To: MEMO TO THE FILES

SUBJECT: Access to Rainier Manufacturing Company
R/W File No. 39755
Delana - Rainier Section
Columbia River Highway
Columbia County

Portland & Seattle Ry. Co.
Rainier Mfg Co
Rainier Ltr

On January 13, 1967, I met with Mr. Guy LaSalle of the Spokane, Portland & Seattle Railway Company and discussed with him the possible construction of an access road for the use of the Rainier Manufacturing Company across their relocated tracks at Railroad Station 2872+73, as shown on the attached sketch.

He agreed that this would be acceptable to the railroad with the provision that it was used as a private business entrance by the Rainier Manufacturing Company, and would not ever be used by the travelling public as an access to the proposed marina in this area.

He also agreed that the proposed access at Railroad Station 2876+33.47 was to be made a public crossing to serve the City of Rainier Disposal Plant. He agreed that this could be squeezed in between the proposed future track and the existing disposal plant in lieu of the private crossing for the Rainier Manufacturing Company. The railroad would not object to having the public use that road, but would grant the Rainier Manufacturing Company nothing more than a permit for its occupancy of their land. If such a road were constructed, the railroad wants a guardrail constructed between the road and the tracks with a minimum clearance from centerline of the tracks to the back of the guardrail post of 15 feet. In either case, the railroad would grant no more than a permit for the road and would not grant an easement for a private party's use.

The railroad also indicated that they would be willing to proceed with the construction of the track as soon as a subgrade was available on which to construct it. They indicated they would be willing to do the grading work except we have included the quantity of earthwork within our main roadbed distribution, and the railroad would not be willing to adjust the various utilities which are necessary. The railroad would have no objection to proceeding immediately with letting a

NOTED
F.B. MANNIX

small contract to do this work, so long as the State would handle the adjustment of all the utilities. I indicated to Mr. LaSalle that this would be acceptable to the State and would pass the information on for further consideration.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg
Attachment
cc: ~~F.B. Klaboe~~ (w/copy of sketch map & profile)
Frank Hall "
D.H. Moehring "
J.J. Smith "

RECEIVED
JAN 23 1967
DIV. OF HIGHWAYS

T. 7 N., R. 2 W., W.M.

R.R. 2868+96.28 B.M.C.

+15 Remove Manhole Lt. & Plug 14" Sewer Pipe (By Others)

R.R. 2870+56.28 B.S.

R.R. 2870+80.99 E.S.

Parking Lot

R.R. 2873+20.99 E.M.C.

R.R. 2877+05

R.R.
3°00' C.L.
Δ 22°42'27"
Ts 503.77'
L 240' Sp.
S 3°36'00"
α 1.25

Pin. Line

Remove Manhole & 8" Sewer Pipe (By Others)

SKI Club

Obliterate Road

Disposal Plant

Line

S. 50°32'17" E.

2360

2870

Easement Line

12"

2" Water

8" Sew.

6" Water

Easement

Tan.

Abandon

15"

18"

6" Water

Remove Conc. Wall & Stairway

Sta. 2360+50 to Sta. 2364+50
8" Sewer Pipe - 400'
95 C.Y.

2360+73.79 P.C.S.

ST. W

2364+00 Rds. Rd. Conn. 10+00

Remove Access Contr. Line

6" Sewer

6" Abandon

Rem. Manholes

Rev. 20°

S. 46°09'E

2365+73.79 P.T.

2" Galv.

14"

HIGHWAY

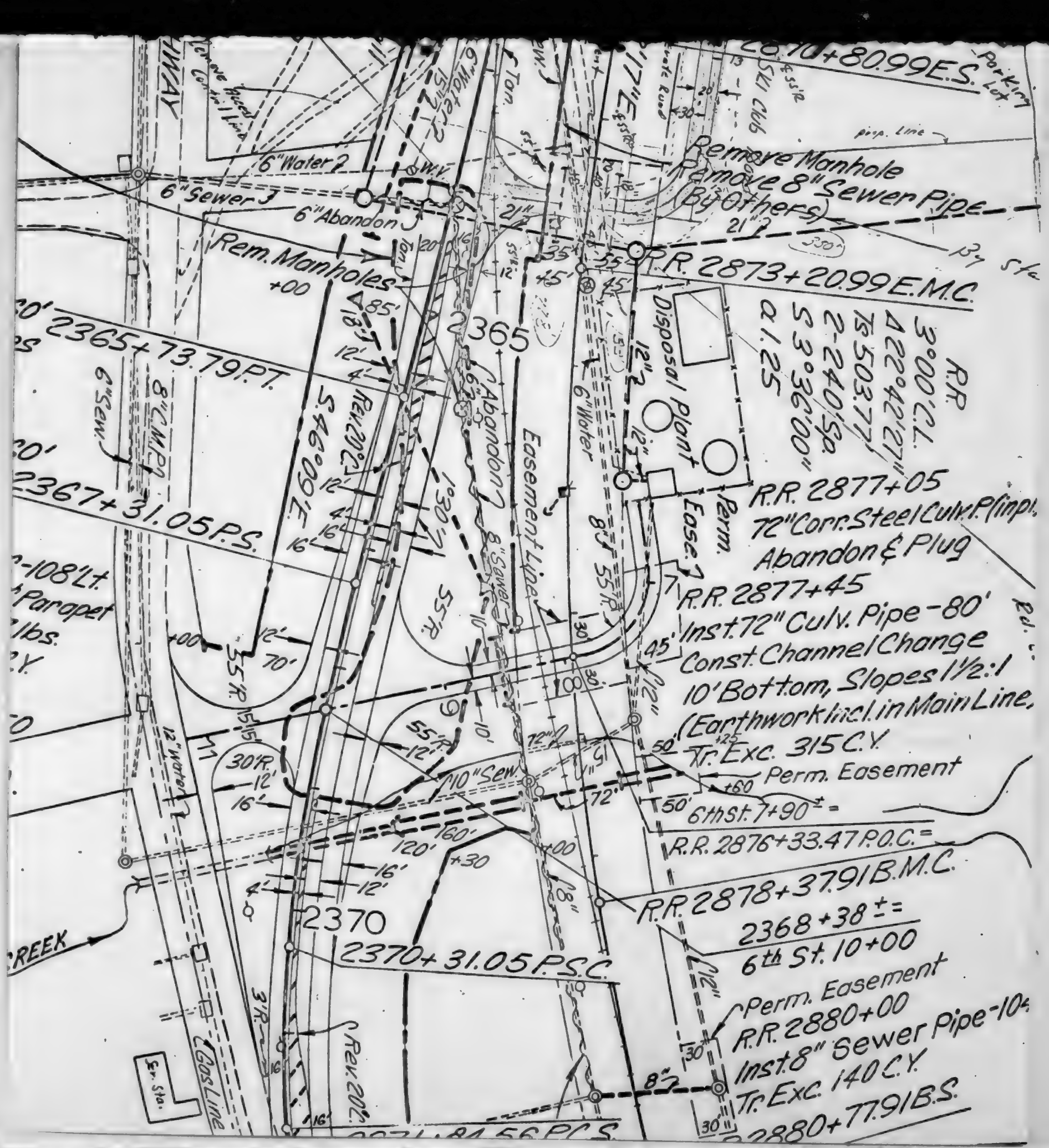
RIVER

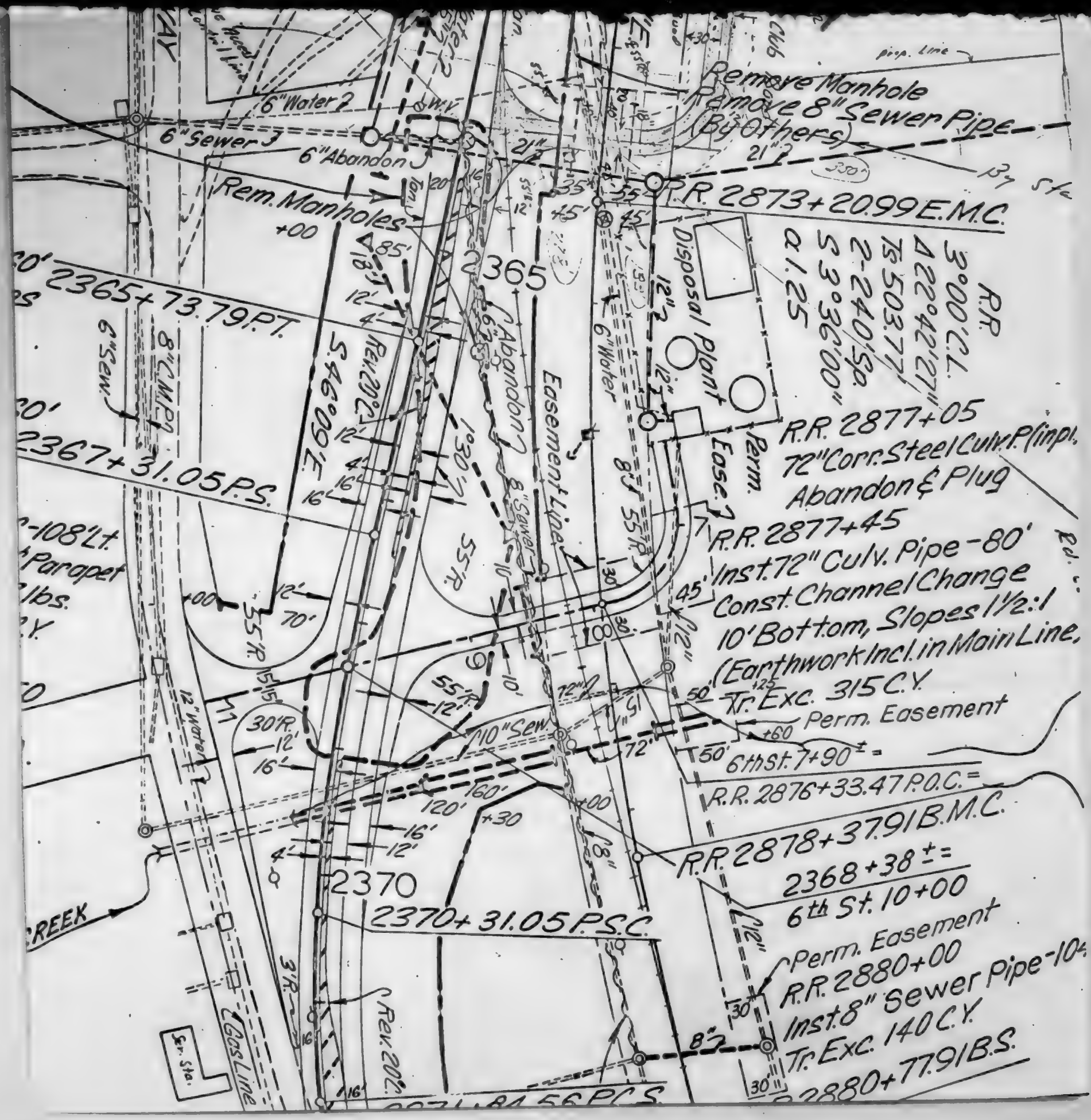
12" Water

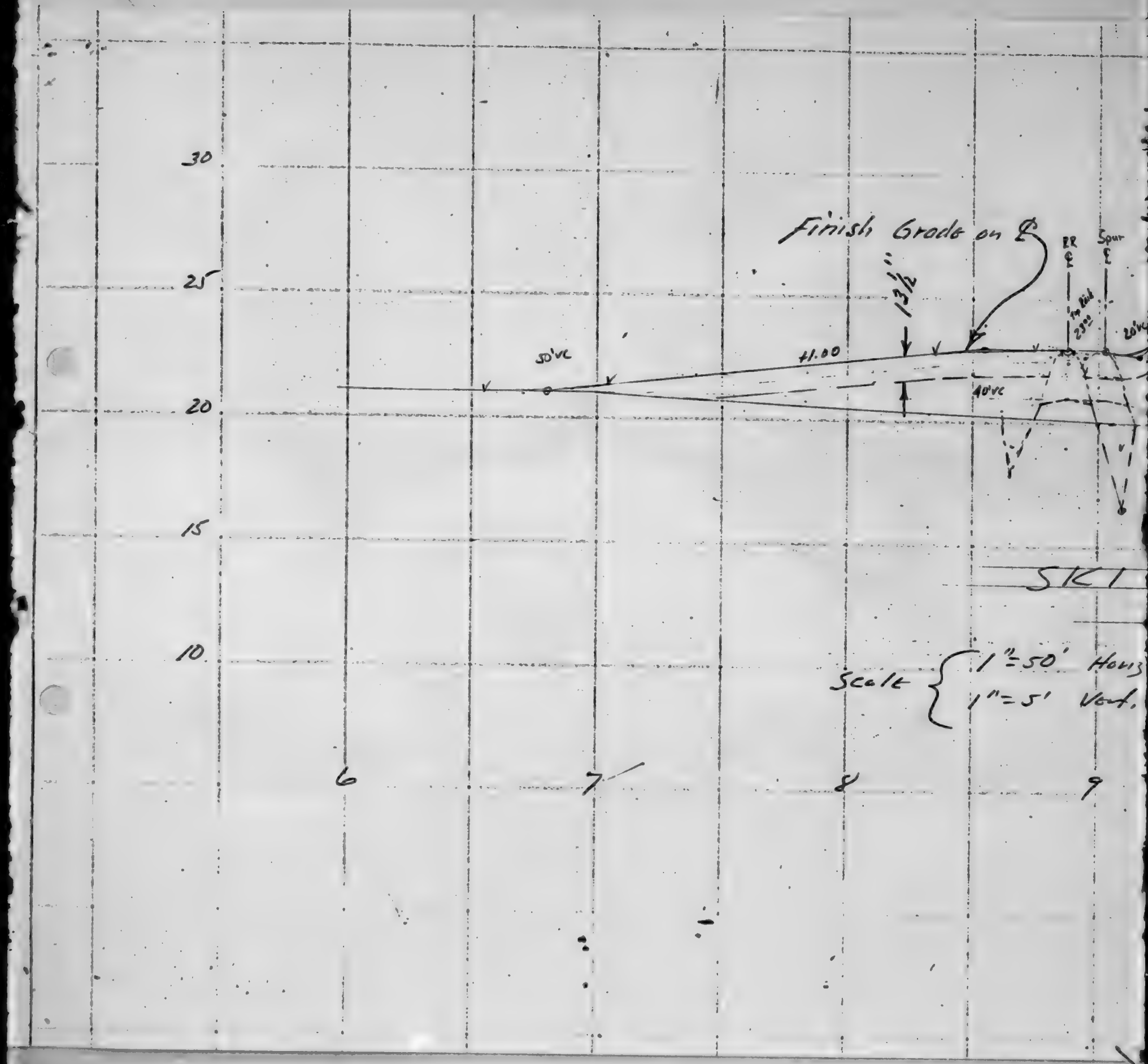
8" C.M.P.

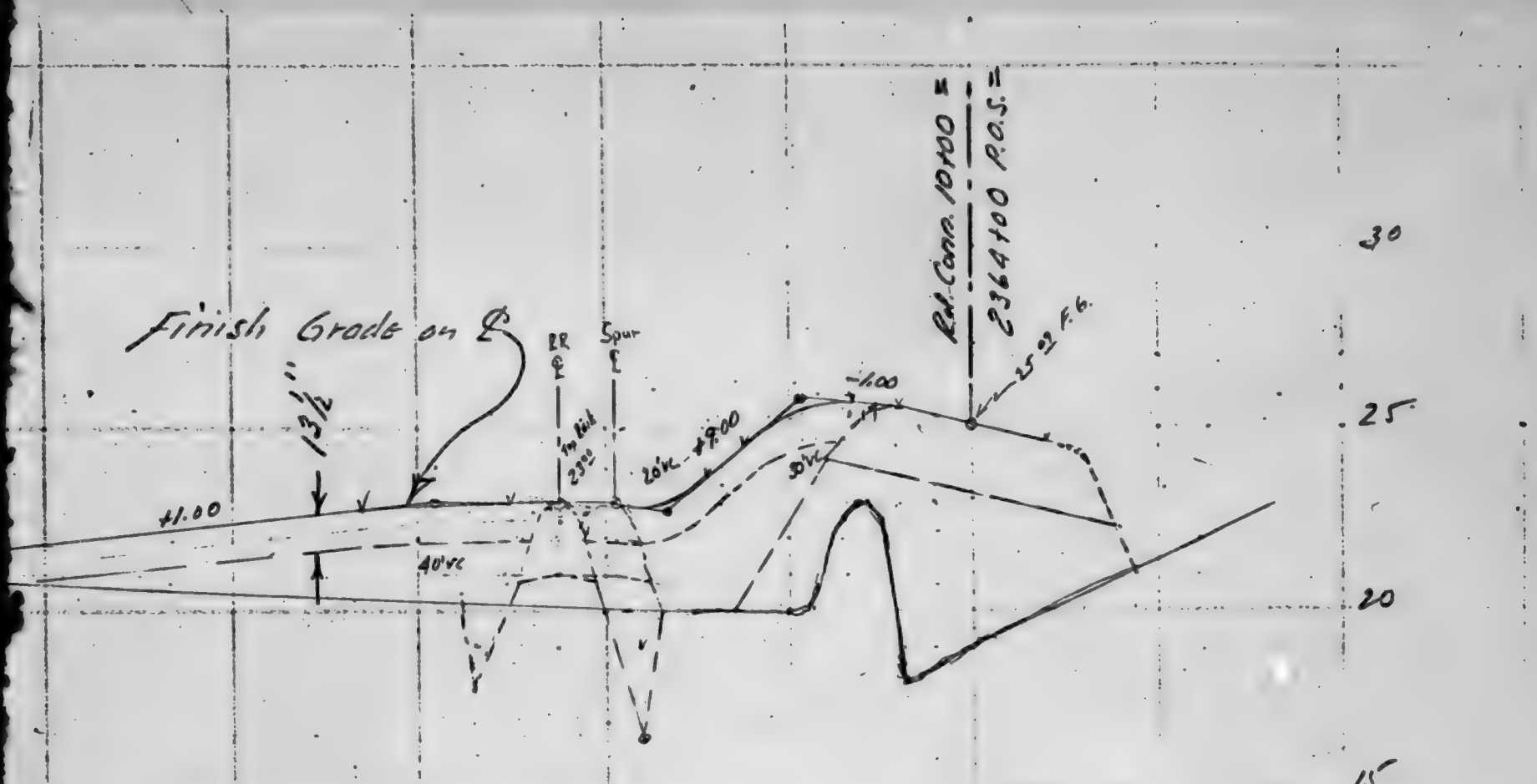
6" Sew.

42', 42'


6" Water
6" Sewer
6" Abandon
Rem. Manholes
+00
2365+73.79 P.T.
8" CMP
6" Sew.
2367+31.05 P.S.
-108' Lt.
Parapet
lbs.
C.Y.
Rev. 20%
S 49°00' E.
Tan.
Water
Abandon
Easement Line
Sewer
Rev. 20%
55' R.
30' R.
12" Water
10" Sew.
2370
2370+31.05 P.S.C.
CREEK
Gas Line
Ser. Sta.
3' R.
Remove Manhole
Remove 8" Sewer Pipe
(By Others)
21"
R.R. 2873+20.99 E.M.C.
Disposal Plant
12"
Perm.
Ease.
8"
55' R.
R.R. 2877+05
72" Corr. Steel Culv. Pipe
Abandon & Plug
R.R. 2877+45
Inst. 72" Culv. Pipe - 80'
Const. Channel Change
10' Bottom, Slopes 1½:1
(Earthwork Incl. in Main Line)
Tr. Exc. 315 C.Y.
Perm. Easement
6th St. 7+90 ± =
R.R. 2876+33.47 P.O.C. =
R.R. 2878+37.91 B.M.C.
2368+38 ± =
6th St. 10+00
Perm. Easement
R.R. 2880+00
Inst. 8" Sewer Pipe - 10
Tr. Exc. 140 C.Y.
2880+77.91 B.S.
R.R.
3°00'C.L.
Δ 22°42'27"
Ts 503.77'
2-240'Sp.
S 3°36'00" E
Q 1.25
Parking Lot
Pipe Line
Remove Manhole
Remove 8" Sewer Pipe
(By Others)
R.R. 2873+20.99 E.M.C.
2870+80.99 E.S.


Remove Manhole
Remove 8" Sewer Pipe
(By Others)
R.R. 2873+20.99 E.M.C.
R.R. 3°00' C.L.
Δ 22°42'27"
Ts 503.77'
2-240' Sp.
S 3°36'00" E
1.25
R.R. 2877+05
72" Corr. Steel Culv. Pipe
Abandon & Plug
R.R. 2877+45
Inst. 72" Culv. Pipe - 80'
Const. Channel Change
10' Bottom, Slopes 1½:1
(Earthwork Incl. in Main Line)
Tr. Exc. 315 C.Y.
Perm. Easement
6th St. 7+90 ±
R.R. 2876+33.47 P.O.C. =
R.R. 2878+37.91 B.M.C.
2368+38 ± =
6th St. 10+00
Perm. Easement
R.R. 2880+00
Inst. 8" Sewer Pipe - 104'
Tr. Exc. 140 C.Y.
2880+77.91 B.S.
6" Water
6" Sewer
6" Abandon
Rem. Manholes
2365+73.79 P.T.
2367+31.05 P.S.
2370+31.05 P.S.C.
2370
365
Disposal Plant
Easement Line
Abandon 8" Sewer
Rem. 20" C.M.P.
Rem. 30" C.M.P.
S 46°09' E
Gas Line
Sr. Sta.
CREEK
Paropet
lbs.
C.Y.
-108' Lt.


30
25
20
15
10
6
7
8
9
Finish Grade on ℄
13½"
50'vc
+1.00
40'vc
RR ℄
Spur ℄
1% Grade 23.00
20'vc
SKI
Scale { 1"=50' Horiz. 1"=5' Vert.



SKI CLUB ROAD PROFILE
@ 2364+00 Lt.

Scale { 1" = 50' Horiz
1" = 5' Vert.

8 9 10 11

RETURN TO MRS. BISHOP

RECEIVED
MAY 9 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

1-2-1 (11)
6496

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
January 18, 1967

City of Rainier
City Hall
Rainier, Oregon

ATTENTION: Mr. T.I. Kallunki

Re: Sewer Facility Adjustment
City of Rainier
Delana-Rainier Section
Columbia River Highway
Columbia County

Gentlemen:

We have been advised that the terms set forth in our letter of January 11, 1967 are not in conformance with the verbal agreement made at the City of Rainier Council meeting of December 5, 1966 where the State Highway Department was represented by Mr. F.W. Sugnet, Mr. V.E. Shull, and Mr. R.E. Smith.

NOTED
F.B KLABOE

It is now understood that the City of Rainier will assume the difference in cost of sewer pipe, at the job site but not installed, for any increase over the existing sizes. It is further understood, from the conversation with Mr. Pete LeSollen, Water Superintendent, on January 18, 1967, that concrete sewer pipe is acceptable to the City.

The cost of concrete sewer pipe at the job site in Rainier is estimated to be as follows:

8" Concrete Sewer Pipe	-	$0.69 per lin. ft.
12" Concrete Sewer Pipe	-	1.27 per lin. ft.
15" Concrete Sewer Pipe	-	1.84 per lin.ft.
18" Concrete Sewer Pipe	-	2.37 per lin. ft.
21" Concrete Sewer Pipe	-	2.92 per lin. ft.

The City of Rainier will be required to reimburse the State for the difference in the cost per foot of the concrete sewer pipe to be installed over the cost per foot of concrete sewer pipe to replace the existing in kind.

Pipe to be Installed	Cost of Pipe to be Install.	Cost to Repl. Exist. Pipe	Cost Difference	Est. Length to be Install.	Estimated Cost
12"	$1.27/ft.	$0.69/ft. (8")	$0.58/ft.	188'	$109.04
18"	2.37/ft.	0.69/ft. (8")	1.68/ft.	300'	504.00
21"	2.92/ft.	0.69/ft. (8")	2.23/ft.	228'	508.44
21" (outfall)	2.92/ft.	1.84/ft. (15")	1.08/ft.	350'	378.00
			Estimated cost to City ---		$1,499.48

The cost to be assumed by the City of Rainier will be determined by applying the above cost per foot difference to the actual lengths installed.

If the terms as set forth above are satisfactory, please indicate the date the Council met and approved the terms and have each member of the Council sign below.

Very truly yours,

F.D. Morgan
Construction Engineer

By T.W. Litchfield

T.W. Litchfield
Utilities Liaison Engineer

The City of Rainier Council met on May 1, 1967
and hereby approves the above:

RECEIVED
MAY 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

T.7N.,R.2W.,W.M.

R.R. 2868+96.28 B.M.C.

14"

+15 Remove Manhole Lt. & Plug 14" Sewer Pipe (By Others)

2870

R.R. 2870+56.28 B.S.

R.R. 2870+80.99 E.S.

Remove Manhole Remove 8" Sewer Pipe (By Others)

2½"

R.R. 2873+20.99 E.M.C.

R.R. 2877+05 P.I. Commencement

R.R. 3°00' C.L. Δ 22°42'27" Ts 503.77' 2-240' Sp. S 3°36'00" a 1.25

Perm Eas

Disposal Plant

12" 12"

S. 50°32'17" E.

2360

32' 3'

2" Water

8" Sew.

Tan

15"

6" Water

18" 15"

Easement

365

Abandon 6"

1°30'

50 to Sta. 2364+50
wer Pipe - 400'
C.Y.

2360+73.79 P.C.S.

ST. W.

Remove Conc. Wall & Stairway

6" Water

6" Sewer

6" Abandon

Tan

Rem. Manholes

Rev. 20°C.

S. 46°09' E.

2" Galv.

14"

HIGHWAY

RIVER

12" Water

8TH

Gas Line

7TH

8" C.M.P.

6" Sew.

2365+73.79 P.T.

2367+31.05 P.S.

Approx. Limits of Emb. Fnd. Exc.

365+75 Sta of 118" Culv. P-260'
+ 2 End Sections
Exc. 75 C.Y.

+ St. Conn. 8+50
+ 18" Culv. Pipe-60'
Exc. 10 C.Y.

2369+30

Thus

DELENA-RAINIER SECTI

COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	
8	OREGON		

Perm. Ease.

Abandon 4" Pipe

R.R. 2877+45

Inst. 72" C.M. Pipe - 80'

Const. Channel Change

10' Bottom, Slopes 1½:1

(Earthwork Incl. in Main Line)

Tr. Exc. 315 C.Y.

50' 6th St. 7+90 = Perm. Easement

R.R. 2876+33.47 P.O.C. =

R.R. 2878+37.91 B.M.C.

2368+38 ± =

6th St. 10+00

Perm. Easement

R.R. 2880+00

R.R. 2880 Sewer Pipe - 104'

Inst. 8" Sewer 140 C.Y.

Tr. Exc. 140 C.Y.

R.R. 2880+77.91 B.S.

RR R/W

S. 73°14'44" E.

RR R/W

Abandon Sewer Pipe & Plug Pipes at Manholes

2371+84.56 P.C.S.

2370+31.05 P.S.C.

2367+31.05 P.S.

2369+50

Extend S.T. & R.C. 8" C.I.P.

Remove Wing Walls & Parapet

Total Reinf. 8267 lbs.

255 "A" Conc. 48 C.Y.

Exc. 240 C.Y.

2 Nos. 9795, 12950

6° C.L.

Δ 27°12'39"

Ts 381.94'

2-300' Sp.

S-9°00'00"

Rev. 20°

2376+05

Adjust Manhole L

Painted Traffic Mark

(By Others)

2372+05

Adjust Manhole R

+20 - Adjust Manhole

6TH ST. W.

5TH ST. W.

NICE CREEK

℄ Gas Line

12" Water

8" Sewer

55' R.

3' R.

30' R.

DELENA-RAINIER SECTION
COLUMBIA RIVER HIGHWAY
COLUMBIA COUNTY

SHEET No. 14

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			*See Index*

T.50' 6th St. 7+90 ±
I.R.R. 2876+33.47 P.O.C. =
R.R. 2878+37.91 B.M.C.
2368+38 ±=
6th St. 10+00
Perm. Easement
R.R. 2880+00 Sewer Pipe-104'
Inst. 8" C.Y. 140
Tr. Exc.
R.R. 2880+77.91 B.S.
12"
30'
8"
RR R/W
S. 73°14'44"E.
45'
2376+05
Const. Appr. Lt.
2371+84.56 P.C.S.
Abandon Sewer Pipe & Plug Pipes at Manholes
2374+84.56 P.T.
R/W
2370+31.05 P.S.C.
2370
+30
+00
+50
120'
160'
16'
12'
100'
1°30'
110'
50'
2375
S. 73°21'39"E.
Rev. 20°
3'R.
12" Water
Gas Line
R/W
2376+05
Adjust Manhole Lt.
Painted Traffic Markers
(By Others)
2372+05
Adjust Manhole Rt.
6TH ST. W.
NICE CREEK
+20-Adjust Manhole
5TH ST. W.
4TH ST. W.
6° C.L.
Δ 27°12'39"
Ts 381.94'
2-300' Sp.
S-9°00'00"

Str. No. FORM
Br. No. 1r MAR 2 2 1967
FAP No.
FOR FILE

ESTIMATE OF COST

Date: 1-11-67

Plans + Revision — Section
Columbia River — Highway
— County

Bridge Ht. 10'-0"

Bids Rec'd.

NO.	QUANTITY & UNIT	ITEM	UNIT PRICE	AMOUNT
1	All Spec	Clearing and Grubbing		5000 —
2	1070 Cu.Yd.	Ditch Excavation, Unclassified	3.00	3210 —
3	543000 " "	General Excavation "	0.90	488700 —
4	39800 " "	Embankment Foundation Excavation, Unclassified	1.00	39800 —
5	442000 Cu.Yds.	Overhaul	0.20	88400 —
6	All Spec	Finishing Roadbed & Slopes		3000 —
7	1000 Lin.Ft.	Rounding Cut Banks	0.20	200 —
8	2000 Cu.Yd.	Trench Excavation	3.50	7000 —
9	1820 M.F.B.M.	Watering	3.00	5460 —
10	18 Sta.	Scarifying of Roadway	75.00	1350 —
11	11800 Tons	3/4"-0 Material in Base	2.00	23600 —
12	213500 "	Plant-Mix 5" Base	2.00	427000 —
13	27000 "	Bituminous Base Mixture	4.25	114750 —
14	1210 "	Asphalt in Bituminous Base Mixture	28.00	33880 —
15	1350 Cu.Yd.	3/4"-0 Aggregate in Prime Coat	4.50	6075 —
16	210 Tons	RC-250 Asphalt in Prime Coat	45.00	9450 —
17	45500 "	Class "B" Asphaltic Concrete Mixture	4.75	212125 —
18	2500 "	Asphaltic Cement in Mixture	28.00	70000 —
19	1720 Lin.Ft.	18-inch Culvert Pipe	5.25	9030 —
20	180 " "	36" " " "	15.00	2700 —

Struct. _____

Br. No. _____

FAP No. _____

ESTIMATE OF COST

Date _____

Section _____

Highway _____

County _____

Bridge Ht _____

Bids Rec'd. _____

NO.	QUANTITY & UNIT	ITEM	UNIT PRICE	AMOUNT
21	100 Lin. Ft.	48-inch Culvert Pipe	25.00	2500 -
22	90 " "	72- " " " "	42.00	3780 -
23	120 " "	8-inch Storm Sewer Pipe	2.50	300 -
24	830 " "	12- " " " " "	3.25	2697.50
25	1370 " "	15- " " " " "	4.00	5480 -
26	18 Only	12-inch Culvert End Section	40.00	720 -
27	2 "	36- " " " "	150.00	300 -
28	2 "	48- " " " "	250.00	500 -
29	14 "	Concrete Inlets, Type G-1	100.00	1400 -
30	2 "	" " " G-2M	125.00	250 -
31	260 Cu. Yd.	Class B Concrete in Box Culvert	85.00	22100 -
32	41900 lbs.	Reinforcement in Box Culvert	0.16	6704 -
33	4 Only	Adjusting Manholes	100.00	400 -
34	60 Cu. Yds.	Concrete Curbs	45.00	2700 -
35	20 Cu. Yds.	Extra for A.C. Conc. Approaches	35.00	700 -
36	165 "	Guard Posts W-1	8.00	1320 -
37	320 "	" " Y-2	8.50	2720 -
38	13300 Lin. Ft.	Guard Rail	2.60	34580 -
39	40 Only	Rail End Posts	5.00	200 -
40	1300 "	Guard Rail Posts	1.75	2275 -

Struct. _____ Date _____

Br. No. _____ Section _____

FAP No. _____ Highway _____

County _____ Bridge Ht _____

ESTIMATE OF COST

Bids Rec'd _____

NO.	QUANTITY & UNIT	ITEM	UNIT PRICE	AMOUNT
41	100 Only	Extra Guard Rail Posts	12.00	1200-
42	1300 Lin Ft.	Extra for Painting Rail	0.10	130-
43	1700 " "	Salvaged Guard Rail	1.00	1700-
44	1700 " "	Guard Rail - Salvaged Guard Rail	1.25	2125-
45	215 Rods	Type 1 Fence	8.00	1720-
46	1 Only	16' Type 2 Single Gates	125.00	125-
	0			
				1588.986
		Sidewalk		35.000-
		Longview Interchange Structure		132.000-

For Comparison of Bids 1752986.50

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount 1753.986.50

Anticipated Additional Items:

Railroad	5000-
	51000-
	11000-
	1000-
	67.045-
Sub-Total	1,822,031.50
Engr. & Cont. (12½ %)	227.753.94
Estimated Net Authorization, Constr.	2,049.785.44

NOTED
F. B. KLABOE

RECEIVED
JAN 16 1967
FOR FILING

COMMISSIONERS
GLENN O. HAWLEY, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-3211(11)

6116

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
F. B. KLABOE

January 11, 1967

City of Rainier
City Hall
Rainier, Oregon

ATTENTION: Mr. T. I. Kallunki

RE: Sewer Facility Adjustment
City of Rainier
Delena-Rainier Section
Columbia River Highway
Columbia County

Gentlemen:

Reference is made to the City of Rainier Council meeting of December 5, 1966 attended by Mr. F. W. Sugnet, Mr. V. E. Shull and Mr. R. E. Smith of the Oregon State Highway Department. At that time it was brought to the attention of the Council that the State could reimburse the City only for the cost of replacing the sewer line conflict in kind. It was further stated that the City would have to assume the difference in cost of sewer pipe for any increase over the existing sizes.

Comparative costs, based on estimated pipe costs, of replacement in kind and replacement with proposed pipe sizes are as follows:

Replacement in kind:

Install 8-inch Sewer Pipe	716' @ $2.25	$1,611.00
Install 15-inch Sewer Pipe (Outfall)	350' @ $3.75	1,312.50
Total		$2,923.50

Proposed Replacement

Install 12-inch Sewer Pipe	188' @ $3.00	$ 564.00
Install 18-inch Sewer Pipe	300' @ $4.75	1,425.00
Install 21-inch Sewer Pipe	228' @ 5.50	1,254.00
Install 21-inch Sewer Pipe (Outfall)	350' @ 5.50	1,925.00
Total		$5,168.00

The City of Rainier will be required to reimburse the State for 43.43 per cent of the cost of the proposed sewer line replacement as shown on the attached Sheet 14 of our plans. The percentage was computed as follows:

$$\text{Reimbursement \% (City of Rainier)} = \frac{\text{Proposed Replacement Cost - Replacement in Kind Cost}}{\text{Proposed Replacement Cost}}$$

$$= \frac{\$5,168.00 - \$2,923.50}{\$5,168.00} = 43.43\%$$

This percentage will be applied to the cost determined by the unit bid prices for sewer pipe in the contract awarded for this project.

If the terms as set out above are satisfactory, please indicate the date the Council met and approved the terms and have each member of the Council sign below.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

JMC:rw:fp

bc F. B. Klaboe
L. H. Young
C. H. Maison
R. D. Asburry
V. E. Shull
F. W. Sugnet

The City of Rainier hereby approves the above:

_____

_____

_____

_____

_____

RECEIVED
JAN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED REVISED

Section Delana - Rainer Highway Columbia River (FAR 1) County Columbia Prefix 5-1475

Res. Engr. _____ Approx. Length 7.0 Miles. Sta. 2053+ to Sta. 2400+ Date 1-9-67

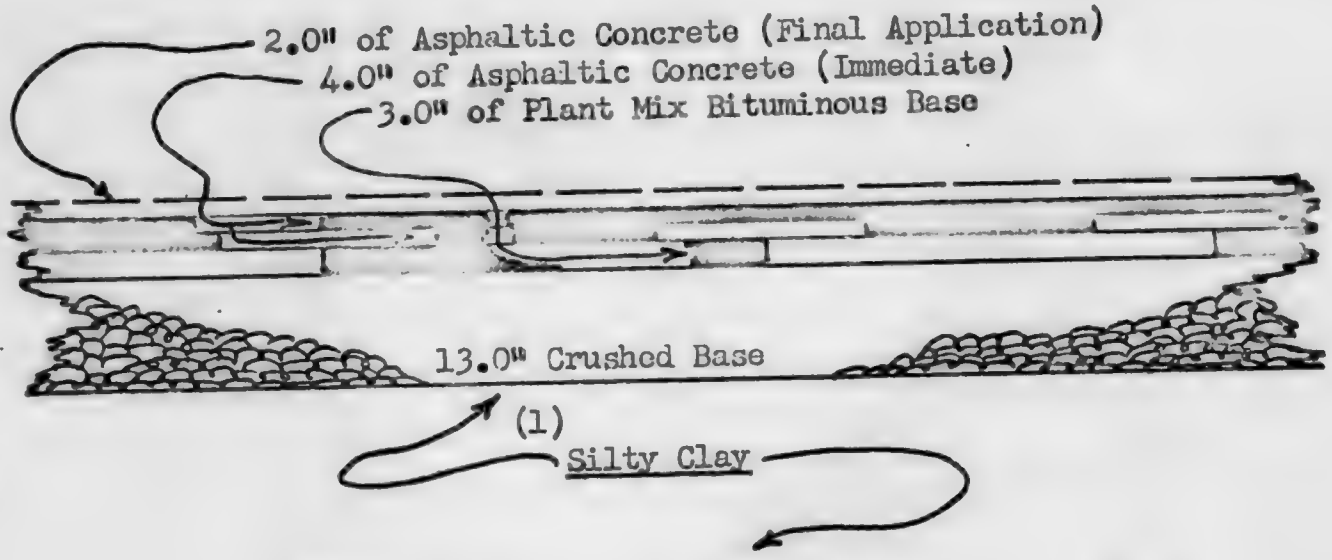
Truck A.D.T. 272 Traffic Coefficient 9.1 18 kip s.a. per day 190.7.

Annual Precipitation 65"+ Frost Penetration - - - - - - - - .

(1)
Typical Soil
36 LL
11 PI
100 %P 10
83 %P200
0 %Gravel
7 % Sand
10 % Sand
50 %Silt
33 %Clay
6 "R" Value
[redacted]

AASHO CLASSIFICATION:
A-6(9)

MATERIAL SOURCES:
To be determined by the Engineer.



	CBE Total Req.	Credit	Actual Thick.	
		4.0	2.0	A. (F.)
		8.0	4.0	A.C.(I)
		5.5	3.0	P.M.B.B.
		13.0	13.0	Cr. Base
	30.5	30.5	22.0	

Note:
See Page 2 for table of credits and remarks.

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ asst Construction Engineer

Approved by _____ Asst. State Highway Engineer

Delana - Rainer
Columbia River (FAR 1)
Columbia County

"Other Roads"

Truck ADT	A.C. Wearing Surface	*PMBB or 3/4"-0 Level	Crushed Base	CBE Total Requirement	Actual Thickness
90 - 240	3.5"	*3.0"	16.0"	28.5"	22.5"
30 - 90	3.5"	2.0"	16.0"	25.0"	21.5"
8 - 30	3.0"	2.0"	13.5"	21.5"	18.5"
1 - 8	2.0"	2.0"	12.5"	18.5"	16.5"
Cars Only	2.0"	2.0"	7.5"	13.5"	11.5"
Private Road Approaches	- - -	3.0"W.S.	8.5"	11.5"	11.5"

Should substitutions be made use the "CBE Total Requirement" column to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	-	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	-	1.8" Crushed Base
1.0"	Oil Mat	-	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specs.) (plus Supplementals.)	-	0.8" Crushed Base

Revision necessary due to change in calculating traffic coefficient and in testing procedures.

SECTION: Delana - Rainer

HIGHWAY: Columbia River (FAR 1)

COUNTY: Columbia

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1965 Present ADT 2800 (Total)

B. 1985 Future ADT 4800 (Total)

C. Mean ADT 3800 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 13 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .065 x (C) $\frac{\text{Log Trucks}}{\text{Total}}$ = $\frac{3800}{272}$ = $\frac{25}{247}$

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 272 x (H) 100 % = 272

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 9.1

SECTION: Delana - Rainer

HIGHWAY: Columbia River (FAR 1)

COUNTY: Columbia

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No special problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a problem

CONCLUSION AND REMARKS:

No cost comparison made for this project. Asphaltic Concrete was selected for the following reasons:

This unit runs through an area of known slide activity. A portion of roadway will be constructed on high fills and some subsidence is anticipated.

RECEIVED
FEB 1 - 1966
FOR FILING

January 25, 1966

Miss Leolyn Barnett
Appointment Secretary
Executive Department
207 State Capitol
Salem, Oregon 97310

Dear Miss Barnett:

I am enclosing a memorandum which provides background information for your use at the upcoming meeting between the Governor and representatives of the Goodat Sand and Gravel and Rainier Manufacturing Companies of Rainier, Oregon.

If you need any further information or assistance concerning the location of the Delena-Rainier Section of the Lower Columbia River Highway, please advise and we will provide it.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe

FBK:srb bg

FOR GOVERNOR HATFIELD'S INFORMATION

January 25, 1966

One of the poorest sections of the Lower Columbia River Highway left is that section located between Delena and Rainier. The State Highway Department has had the improvement of this section under consideration as a high priority project for a number of years. During the past year, funds for the work estimated to cost approximately $3.7 million have become available and we desire to proceed as rapidly as possible.

The survey from Delena easterly to the south end of the Longview Bridge does not appear to be controversial; however, the survey between the south end of the Longview Bridge and Third Street in the city of Rainier has become a highly controversial issue; particularly in the area between 12th Street and 6th Street.

Basically, the topography in the area between 12th and 6th Streets consists of low-lying flat land northerly and adjacent to rather steep hills. The northerly boundary of this low land is the Columbia River and the land between the hill and the Columbia River is at the present time undeveloped except for the S. P. & S. Railroad which lies along the foot of the hill. The undeveloped property between the S. P. & S. Railroad and the Columbia River is owned by the Rainier Manufacturing Company who state that they wish to use it for industrial expansion.

Two basic proposals between 12th and 6th Streets in Rainier have been thoroughly investigated. A description of each of these proposals and the arguments for and against them are enumerated below:

1. This alternate would require cutting through the steep hill for a distance of approximately 2,000 feet. The cuts would range up to a maximum of 75 feet in height. The principal objections to this plan are:

A. An increased cost of approximately $210,000 over the alternate plan;

B. The necessary removal of 25 houses, 3 stores and one six-unit apartment house; and

C. The possibility of causing slides that could conceivably damage streets and require additional property. While there is not way of predicting slides, experience in this area indicates that they may be expected.

The advantage of this plan would be the saving of five-plus acres of riverfront land on which the Rainier Manufacturing Company contemplates further industrial development.

2. This alternate would lie on the low ground at the foot of the hill. It would require moving the S. P. & S. Railroad northerly 100 to 125 feet onto the property now owned by the Rainier Manufacturing Company. The advantages to this plan are the same as the disadvantages to plan 1 above. The disadvantage is the same as the advantage under plan 1.

The State Highway Department strongly recommends the adoption of alternate number 2 as being in the public interest. The City Council and the Rainier Manufacturing Company disagree. The City states that "the overall interests of all concerned in the preservation of existing and potential industrial interests and inclusive of the general socio-economic impact upon the welfare of

this community" leads them to the decision that they must reject our plan and the agreement forwarded to them covering it.

A copy of the Resolution and a cover letter dated January 11 is included with this report.

There is one other problem on this project that has not been resolved to the complete satisfaction of interested parties. At the south end of the existing Longview Bridge, our line runs through a crusher and stockpile area operated by the Goodat Sand and Gravel Company. The matter of moving their crusher setup does not seem to be objectionable to this company. It has, however, requested the State to shift the line northerly 100 feet in order to provide additional stockpile area for them between the new and old highways. We have thoroughly investigated this request and find that such a shift would require filling on very unstable ground at a minimum cost of $250,000 more than our proposal. The Goodat Sand and Gravel Company is not located within the city limits of Rainier.

1-18
WW K is working on this

Mr. Wolfe:

On Thursday, February 3rd, representatives of the Goodat Sand & Gravel and of Rainier Manufacturing Co., of Rainier, Oregon, will be calling on the Governor to discuss their objections to the widening of the highway in their area. We understand they have met with highway officials re this but at this point they are insisting on an appointment with Governor Hatfield.

It would be helpful to the Governor if your office could provide him with a memorandum giving background information on this project as it relates to these companies.

Many thanks -

Leolyn Barnett
1/11/66

To Mr. Kilabor on 1-11-66
WDW

Rainier

Total Cost $3,700,000

State [illegible] (2322) [illegible]

L[x] [illegible]

Cost Const 405,000
R/W 355,000

Total $760,000

Houses 29 1 - 6 unit apartment

L[5] Mont RR

Cost Const 285,000
R/W 175,000

Total 460,000

~~Houses [illegible] 1 - Store~~
[illegible] 3 house [redacted]

Cost to move 95 feet at Grade $278,000

Barda Inn
Oakland

RECEIVED
DEC 7 - 1965
PUBLIC WORKS

December 7, 1965

Cascade Crushed Rock
Post Office Box 173
Longview, Washington

Attention: Mr. Cecil L. Vance
Superintendent

Dear Mr. Vance:

Reference is made to your letter dated December 1 concerning our meeting in Rainier on November 29. The statements in your letter require clarification as follows:

1. I did not state that we would "build an underpass". I advised you that we would study the matter and if economics and/or conditions justified the construction of said underpass, we would build it. As you recall, I also advised you that it might not even be possible due to lack of "head room".

2. We agreed to this feature and will bench into the hill to provide same.

3. This is a new stipulation not ever discussed. We will look into the idea of constructing item 2 ahead of highway construction and do it if at all possible. The rest of your statement goes back to the remarks I have made under item 1 above.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:grb
cc: Forrest Cooper
R. L. Porter
D. J. Barbee
R. D. Asberry

PORTLAND OFFICE
1735 S.E. UNION AVENUE
BE 2-5113 - PR 4-8821

GOODAT
CRUSHED ROCK

PLANT
RAINIER, OREGON
PHONE 6-4711 - NIGHTS 6-5781

P.O. BOX 173 - LONGVIEW, WASHINGTON - PHONE 425-5880

CRANE SERVICE — EXCAVATING ★ ALL SIZES CRUSHED ROCK ★ GRADING — EQUIPMENT RENTALS

DIRECT ALL COMMUNICATIONS TO LONGVIEW ADDRESS

December 1, 1965

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Dept.
Salem, Oregon - 97310

Dear Sir:

First we want to thank you and your colleagues for coming to Rainier yesterday and listening to our problems concerning our quarry and gravel business; so for good orders sake we would like to set out our understanding of the things you will do to allow us to continue operations during, and after the building of the new highway is completed.

1. You will build us an underpass to allow free travel to our new proposed stockpile area.

2. Allow us ample room for a roadway, South of the old highway, so we can get on to our existing high level quarry roads.

3. Item #2 will be constructed ahead of the highway construction so that our business can continue in an uninterrupted manner, and a temporary roadway allowance will be kept open in the underpass area so we can start stockpiling in the new areas.

If these points are your understanding of our discussions will you be kind enough to confirm this to us.

Very truly yours,

GOODAT CRUSHED ROCK

Cecil L Vance

Cecil L. Vance - Supt.

CLV/gl

RECEIVED
DEC 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 29 1965
FOR FILING

Salem, Oregon
September 29, 1965

R. L. Porter
Deputy State Highway Engineer
O F F I C E

Warne Munn called this date and stated that a Don Bellamy (who he believed represented the Rayonier Company, property owners in Rainier) had called and stated that he wanted to come in and protest, through Mr. Munn, to our relocation through Rainier. He stated that there would be several people with him.

I explained briefly to Mr. Munn what our plans were re this relocation and, at his request, stated that I would send him a small sketch map.

Will you please take care of this immediately, as I understand that the people are coming in Monday.

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

Hand delivered 1 pm 9-30

Mailed 1-4 30

RECEIVED
AUG 5 - 1965
FOR FILING

Salem, Oregon 97310
August 4, 1965

Rainier Hill Section
Lower Columbia River Highway

Mr. F. D. Morgan
Construction Engineer
BUILDING

The acquisition of right-of-way and preparation of final contract plans and specifications for this project should be completed as soon as possible in order that we may award contracts at an early date.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Mr. J. H. Hoehring
Mr. L. H. Young
Mr. R. D. Asbury

RECEIVED
APR 23 1965
FOR FILING

Salem, Oregon 97310
April 23, 1965

Rainier Hill
Lower Columbia

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

On the basis that a diamond interchange with the Longview Bridge can be constructed for little more than the cost of an overcrossing structure and surfacing for the "legs", estimated now to be less than $250,000 additional over the "at-grade" intersection, you are instructed to design and purchase right-of-way for the separated facility. Right-of-way will be purchased with state funds within budget limitations.

Please have survey approval ready for June 1 meeting.

F. E. Klaboe
Assistant State Highway Engineer

FEK:sr6

cc: Mr. Walter Wright
Mr. L. H. Young (Note: Please rough draft a letter to the Commission adding funds to a program for this expenditure. Let's discuss amount first.)

FEK

RECEIVED
APR 12 1965
FOR FILING

STATE HIGHWAY COMMISSION MEETING

Delegation ~~Delegation~~ Cecil Johnson, Lower Columbia River Highway Association, and others, re improvement to Rainier Hill Section and the section from St. Helens to Portland

Date March 11, 1965

Time 11:45 a.m.

Name	City or Town	Capacity
E.H. Condit (spokesman)	West Port	✓
Francis Sparks	Clatskanie	✓
Leroy Lahti	"	✓
Lytle Truedson	"	✓
Cecil Johnson		✓
Hugh Paul	"	✓
Chuck Brownlaw	St. Helens	✓
Bill Gamble	Clatskanie	✓
Don Anderson	"	✓
A.G. Applegate	Columbia City	✓
Jess Lewis	Clatskanie	✓
Ken Schellback	"	✓
Orville Gilkey	"	✓
Ed Larsen	"	✓
Wm. Anundi	"	✓
Peter Nunn	Scappoose	✓
Mr. and Mrs. C. Phelps	Columbia City	✓
Ellie Jones	Columbia City	✓
Arthur Sweeney	"	✓
Heinie Heumann	St. Helens	✓
Mike Tooleshauge	Rainier	✓
Ed Ellis	"	✓

NOTED
FLOYD QUERY

STATE HIGHWAY COMMISSION MEETING

Delegation Cecil Johnson delegation cont.

Date _____

Time _____

Name	City or Town	Capacity
Don Platt	St. Helens	✓
Tracy Parcher	Rainier	✓
Jack Sweeney	Clatskanie	✓
Mr. and Mrs. Roy Theis	"	✓
Mrs. T. Parcher	"	✓
Clarence O'Brien	Scappoose	✓
Paul Paulson	St. Helens	✓
Gordon Norris	Rainier	
Forrest Sanders	Scappoose	Mayor ✓
Fred Schell	"	✓
Tom Eggleston		✓
Walter Huser		✓
John Winkler	St. Helens	✓
Fred Foshaug	Deer Island	✓
Ray Steinfeld	Scappoose	✓
W.E. Janurin	Rainier	✓
Joe Cranford	St. Helens	✓
Leonard Milner	"	✓
Bob Glosenger	"	✓
Wally Gainer	"	✓

Lower Col
3-11

The St. Helens Chronicle
125 NORTH NINETEENTH STREET
ST. HELENS A, ORE.

March 6, 1935

Hugh Paul
President Chamber of Commerce
Clatskanie, Ore.

Dear Mr. Paul:

Enclosed herewith is a copy of the resolution regarding the proposed industrial development of Beaver Ammo Depot, and also a copy of the permit issued by the county road department to Wilhelm Trucking Co. to transport concrete beams over the Twonsend-Ferr Hill road out of Rainier, by-passing the Rainier hill.

The road deprtment here also furnished the following information:

11 such blanket permits have been issued since Jan. 1, to truckers not permitted to use thehighway over Rainier Hill.

The American Pipe & Construction Co. has permits for 14 pieces of equipment over the county road transporting pipe to Wauna.

17 Blanket permits have been issued to various truckers for chip trucks, this year.

Last year 40 special permits were issued for overloads, over-weights, over-lengths.

I thought this information might help to put a little more punch into our presentation to the highway commission. All of the above [illegible] is traffic prohibited by the highway departmentfrom using Rainier hill, which is evidence enough that the department knows the hill stretch is inadequate, and [illegible] the highway at that point must be relocated as soon as possible.

Hope this does some good.

Yours truly
Paul D. Paulson

Tower Col
3-4

PORT OF ST. HELENS

INDUSTRIAL COMPLEX AT BEAVER ARMY TERMINAL

RESOLUTION NO. _____

WHEREAS, Beaver Army Terminal is within the boundaries of Columbia County; and

WHEREAS, the Columbia County Court of St. Helens, Columbia County, Oregon, has received a "Notice of Availability of Surplus Government Property" stating that Beaver Army Terminal is declared to be Government surplus property; and

WHEREAS, the highest and best use of Beaver Army Terminal is as an industrial site; and

WHEREAS, the Beaver Army Terminal is within the boundaries of the Port of St. Helens; and

WHEREAS, the Port of St. Helens has statutory authority to purchase real property within their boundaries; and

WHEREAS, the County of Columbia is an Area Redevelopment Administration designated depressed area; and

WHEREAS, the Port of St. Helens is negotiating with an industry who has forwarded to the said Port a letter of intent to establish an industrial complex on said Beaver site, if possible, with an annual payroll of $2,000,000.00; 300 employees; and a plant investment of $19,000,000.00; and

WHEREAS, the County Court of Columbia County, St. Helens, Oregon, has considered the needs of the inhabitants of Columbia County and the budget limitations of the County Court; and

WHEREAS, the County Court of Columbia County and the Port of St. Helens have discussed this matter, and the Court being fully advised; THEREFORE

BE IT RESOLVED that Columbia County state of record that they have no plans to develop the area, and they therefore relinquish and

RESOLUTION NO. _____

WHEREAS, Beaver Army Terminal is within the boundaries of Columbia County; and

WHEREAS, the Columbia County Court of St. Helens, Columbia County, Oregon, has received a "Notice of Availability of Surplus Government Property" stating that Beaver Army Terminal is declared to be Government surplus property; and

WHEREAS, the highest and best use of Beaver Army Terminal is as an industrial site; and

WHEREAS, the Beaver Army Terminal is within the boundaries of the Port of St. Helens; and

WHEREAS, the Port of St. Helens has statutory authority to purchase real property within their boundaries; and

WHEREAS, the County of Columbia is an Area Redevelopment Administration designated depressed area; and

WHEREAS, the Port of St. Helens is negotiating with an industry who has forwarded to the said Port a letter of intent to establish an industrial complex on said Beaver site, if possible, with an annual payroll of $2,000,000.00; 300 employees; and a plant investment of $10,000,000.00; and

WHEREAS, the County Court of Columbia County, St. Helens, Oregon, has considered the needs of the inhabitants of Columbia County and the budget limitations of the County Court; and

WHEREAS, the County Court of Columbia County and the Port of St. Helens have discussed this matter, and the Court being fully advised; THEREFORE

BE IT RESOLVED that Columbia County state of record that they have no plans to develop the area, and they therefore relinquish and

release any rights or claims they may have to Beaver Army Terminal; and

BE IT FURTHER RESOLVED that Columbia County request the General Services Administration to negotiate with the Port of St. Helens and urge that an agreement be made with the Port of St. Helens which agreement will best serve Columbia County and its inhabitants.

Done this _____ day of January, 1965, in open court.

EARL H. SEAWRIGHT
County Judge

LOUIS WASSER
Commissioner

O. D. CLARK
Commissioner

Copy
Tower Col
3-11

February 18, 1965

PERMIT

To: Wilhelm Trucking Company
3250 N. W. St. Helens Road
Portland, Oregon

Wilhelm Trucking Company is hereby authorized to haul pre-stressed concrete beams over Meserve, Townsend Hill and Fernhill County roads using the following equipment:

Truck, Mack, Lic. #T128382, P. U. C. # 1M39
Trailer, Lic. # TL55003, P. U. C. # 1M65
Trailer, Lic. # TL59858, P. U. C. # 1M11

Loads to be preceded by pilot car, and hauled during daylight hours and in conjunction with State Highway permits. Overall length, 130', weight 130,000 pounds.

To expire: March 31, 1965

COLUMBIA COUNTY ROAD DEPARTMENT

Frank L Patton
Frank L. Patton, Roadmaster

Cecil Johnson. President
Park Commissioner Wally Joyner
Judge Seewright. Col County

Rev. Ken Shellbach Holmstrom
Don Shugl
Payne Turner
Helmstrom

RR-642

S-279(3) Nehalem R. (Arcadia) Br. 1967
on FAS-612 (Br. Const.)
#6997

CA 3519

OREGON STATE HIGHWAY DEPARTMENT

FORM A-100 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 96728

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-8-68	CC 1139		5[illegible]-2[illegible]-37

RECEIVED
OCT 9 1968
ENGINEER
COUNTY & CITY DIVISION

Columbia County
Courthouse
St. Helens, Oregon 97051

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: County Court			
Final Billing: Wahalem River (Arcadia) Bridge Section, FAS 672. Covered by agreement dated 4-20-67.			
County advance deposit		20,900.00	
Less amount previously transferred		15,900.00	
			5,000.00
County share of construction costs		19,403.53	
Less amount previously transferred		15,900.00	
			3,503.53
			1,496.47

ACKNOWLEDGMENT OF BUILDING REQUEST

To be refunded

Cash Receipt No. [illegible]

By [illegible]

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
HAROLD REYNOLDSON

NOTED
DON HARWELL

RECEIVED
DEC 28 1967
FOR FILING

S-279(3)

6497

December 20, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 3, 1967 on Contract No. 6997. The contract was with Rees Brothers Construction, Inc. and was for construction of the Nehalem River (Arcadia) Bridge on FAS 612 in Columbia County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 20, 1967, and that you concur in this procedure at the Commission meeting on January 23, 1968.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
R. D. Asburry

srb jes

12-26

RECEIVED
DEC 21 1967
FOR FILING
S-279(3)
6997

December 20, 1967

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6997 awarded to Ross Bros. Construction, Inc., for construction of the Nehalem River (Arcadia) Bridge on FAS 612 in Columbia County was completed on November 3, 1967, and accepted by the Highway Commission on December 20, 1967.

Final payment in the amount of $2,779.17 will be released to the contractor after December 28, 1967. The total contract amount is $92,638.95 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cherry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ross Bros. Construction, Inc.
399 Apple Blossom Avenue, North
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon 97303

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 30 1968

BUREAU OF PUBLIC ROADS

REGION NO. 8

FINAL INSPECTION OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

(Submit original and 3 copies to the Public Roads Division Office)

S-279(3)
6997

es

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE: L. H. Young

TITLE: Office Engineer

STATE: Oregon

COUNTY: Columbia

PROJECT NO.: S-279(3)

DATE OF INSPECTION: 12-6-67

BUREAU OF PUBLIC ROADS INSPECTION MADE BY: Willis R. Grafe, Area Engr, Jack T. Coe, Engr Trainee

IN COMPANY WITH: C. T. Keasey, Asst Div Engr, E. Rodriguez, Project Engr

CONTRACTOR'S NAME: Ross Bros. Construction Co.

CONTRACT AMOUNT: $ 93,445

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Arcadia (Nehalem River) Bridge on Co. Rd. 4.1 miles SW of Vernonia. Reinforced concrete box girder bridge. Length 194'; clear width 28'.

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)

STRUCTURES OVER 20-FOOT SPAN

TYPE CODE NUMBER	NET LENGTH (Miles)
X021	0.037

REMARKS: The project has been completed in apparent conformity with the State standards and procedures approved in accordance with the 1964 Secondary Road Plan.

The work on this project was completed on November 11, 1967.

During the inspection the following measurements were made:

NOTED
F. B. KLABOE

1. Width (inside curbs) = 31' 0", Plan = 31' 0"
2. Top parapet wall = 0' 10 1/2", Plan = 0' 10 1/2"
3. Curb = 0' 6", Plan = 0' 6"

Certified reports of record tests of materials incorporated into the project have been reviewed and results indicate substantial compliance with plans and specifications.

The materials certificate is attached to the Division copy of this report.

The estimated final cost of the project is $100,580.03.

There were no encroachments observed within the right of way which impair the highway or interfere with the free and safe flow of traffic.

(more)

ACCEPTED BY BUREAU OF PUBLIC ROADS

SIGNATURE DIVISION ENGINEER: A. W. Parsons

DATE: 1-9-68

STATE HIGHWAY DEPARTMENT COPY

Young 1-18-68

The plans on this project were revised to eliminate the 2' safety walk and replace it with a 6" curb.

Acceptance of this project is recommended:

Willis R. Grafe, Area Engineer

FAS 612, Col. Co

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 92019

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-18-67	CC 1073		505-1060-797

RECEIVED
JUL 18 1967
ENGINEER
COUNTY & CITY DIVISION

- Columbia County Court
- Courthouse
- Saint Helens, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			20,900.00
Partial transfer of advance deposit for the Nehalem River (Arcadia) Bridge Section, FAS 612, covered by agreement dated 4-28-67.			15,900.00
To be retained			5,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

INITIATED
[illegible] HARVELL

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
6-89		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY
4 6997	6-14-67	Columbia
		PROJECT NO. S-279(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd 4.1 mi. S.W. of Vernonia
Arcadia (Nehalem River) Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-21-66	0.037
OTHER (Specify)		

FUNDS Pro Rata 63.51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 102,289	$ 64,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Klabo
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 14, 1967

Oregon State Highway Department

Federal Aid
Project No. S-279(3) Safety

NEHALEM RIVER (ARCADIA) BRIDGE ON

FAS 612 IN COLUMBIA COUNTY

Project Agreement Estimate.

Salem, Oregon, May 26, 1967

Type Code X021
Structure No. 1327A (Sta. 9+62 to Sta. 11+36)(Contract No. 6997)

Remove Old Bridge	All Required		$ 6,000.00
Shoring, Cribbing, Etc.	All Required		4,500.00
Structural Excavation	340 cu.yd.	$6.00	3,240.00
Structural Excavation Below Elevation Shown	50 cu.yds.	4.00	200.00
Furnish 10 BP 42 Steel Piling	220 lin.ft.	5.00	1,100.00
Drive Steel Piles	8 only	100.00	800.00
Splice Steel Piles	2 only	60.00	120.00
Class "A" Concrete (601 cu.yds.)	All Required		51,210.00
Reinforcement (167,300 lbs.)	All Required		23,140.00
Metal Parapet Railing	386 lin.ft.	7.50	2,895.00
8-inch Metal Drain Pipe, Type "A" Casting	60 lin.ft.	4.00	240.00
	Subtotal		$ 93,445.00
	10% Engr. & Cont.		9,344.00
	Total		$102,789.00
Credit for Salvaged Bridge			(500.00)
			$102,289.00

Length of Project - - - - - - - - - - - - - - - - 0.037 Mile

Federal Funds - - - - - - - - - - - - - - - -

RECEIVED
JUN 8 - 1967
FOR FILING

279(3)
6997

June 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 5, 1967, on Contract No. 6997, Nehalem River (Arcadia) Br. Section, in Columbia County, in connection with Federal-Aid Project No. S-279(3).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:jb

RECEIVED
JUN 5 1967
CHIEF ENGINEER

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WALDPORT
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

S-277(3)

1111

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 2, 1967

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue N.
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6997 for construction of the Nehalem River (Arcadia) Bridge on FAS 612 in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc **Glens Falls Insurance Company**
P. O. Box 14040
Portland, Oregon 97214

Bourland Ins. Agency
1980 Fairgrounds Rd. NE
Salem, Oregon

RECEIVED
JUL 27 1967
FOR FILING
Sec 79(3)
6997

May 19, 1967

Bid May 11

Rosa Bros. Construction, Inc.
359 Apple Blossom Avenue N.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on May 17, 1967, accepted your proposal for construction of the Nehalem River (Arcadia) Bridge on FAS 612 in Columbia County for the sum of $93,445.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Columbia County is received and the sum of $20,900.00 is deposited by the County.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6997. Inclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 1, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Inclosures
bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

R. D. Asburry
Enrique Rodriquez
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis

NOTED
H. S. COX

[redacted]

Fred W. Hill, Member
Helix

May 19, 1967

Columbia County Court
Courthouse
St. Helens, Oregon 97051

Nehalem River (Arcadia) Bridge
FAS 612
Columbia County

Gentlemen:

This is to acknowledge receipt of your advance deposit of $20,900.00 for the subject project.

Very truly yours,

H. B. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

Minr

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

FAS 612 Columbia Co

[redacted]

Fred W. Hill, Member
Helix

May 11, 1967

Columbia County Court
Courthouse
St. Helens, Oregon 97051

Gentlemen:

On May 11, 1967, a satisfactory bid was received from Ross Brothers Construction Inc., Salem for constructing the Nehalem River (Arcadia) Bridge section of FAS 612. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$93,445
Credit for salvage of old bridge	-500
12½% Engineering & Contingencies	11,618.13
ESTIMATED TOTAL COST.....	$104,563.13

County Advance Deposit:

20% of $104,563.13 = $20,912.60 or say $20,900

Please make this advance deposit in the amount of $20,900 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED HAROLD REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:mr

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Mansfield & Co.
2828 S. W. Corbett St.
Portland, Oregon 97201

Bid Tabulations

PROJECT #6 Nehalem River (Arcadia) Bridge
FAS-612

LOCATION Columbia County

OWNER Oregon State Hwy. Dept.

DATE May 11, 1967

ITEM NO.	QUANTITY	DESCRIPTION	BIDDERS			OTHER BIDDERS AMOUNT BID
1		L.S. Remove Old Bridge	✓			
2		L.S. Shoring, Cribbing, etc.	✓			
3	540	C.Y. Structural Exc.	3240			$
4	50	C.Y. Structural Exc. Below Elev. Shown	200			
5	220	L.F. Furnish 10 BP 42 Steel Piling	1100			
6	8	Only Drive Steel Piles	800			$
7	2	Only Splice Steel Piles	120			
8		L.S. Cl. "A" Conc.	✓			
9		L.S. Reinf.	✓			$
10	386	L.F. Metal Parapet Railing	2895			
11	60	L.F. 8-in. Metal Drain Pi. Ty. "A" Coating	240			
						$
						$
						$
						$

S-403 R4 7/60

Bond with **GENERAL**

PRINTED IN U.S.A.

NEHALEM RIVER (ARCADIA) BRIDGE

FAS 612

COLUMBIA COUNTY

Federal-Aid Project No. S-279(3)
Structure

			Bids Received May 11, 1967	
1.	All Required	Remove Old Bridge		$ 6,000.00
2.	All Required	Shoring, Cribbing, etc.		5,000.00
3.	540 cu.yd.	Structural Excavation	$ 7.00	3,780.00
4.	50 cu.yd.	Structural Excavation Below Elevation Shown	10.00	500.00
5.	220 lin.ft.	Furnish 10 BP 42 Steel Piling	5.00	1,100.00
6.	8 only	Drive Steel Piles	100.00	800.00
7.	2 only	Splice Steel Piles	50.00	100.00
8.	All Required	Class "A" Concrete		54,090.00
9.	All Required	Reinforcement		23,422.00
10.	386 lin.ft.	Metal Parapet Railing	7.00	2,702.00
11.	60 lin.ft.	8-inch Metal Drain Pipe, Type "A" Coating	4.00	240.00
			For Comparison of Bids	$97,734.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ 97,734.00
Anticipated Additional Items:	
Credit for Salvaged Bridge	Cr. -500.00
	$ 97,234.00
Engr. & Cont. (12½%)	12,154.25
Estimated Net Authorization, Constr.	$109,388.25

RECEIVED
MAY 2 - 1967
FOR FILING

S-279(3)

6997

May 1, 1967

MISC. CONTRACTS and AGREEMENTS No. 3319

Columbia County Court
Courthouse
St. Helens, Oregon 97051

Gentlemen:

Enclosed for your files is a fully executed copy of a construction finance agreement covering the Nehalem River (Arcadia) Bridge Section on FAS 612 in Columbia County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

March 15, 1967

NOTED
P. B. Arensmeier

NOTED
H. S. COY

MEMO TO FILES:

Re: Nehalem River (Arcadia) Bridge Section
Columbia County
FAS 612

Since it is the desire of the County to keep the steel members from the existing structure which is to be removed by the contractor on subject project, the salvage value of these steel members will not be reflected in the contractors bid for the project; however, the Bureau of Public Roads will participate in the cost of dismantling of a bridge minus the salvage value of same. (see PPM 21-14-2) This participation is computed as follows:

Bridge dismantling (Engineer Estimate)	$3,200.00
Salvage Value of bridge (Engr Estimate)	500.00
Estimated B.P.R. Participation.....	$2,700.00

Harold Reynoldson

Harold Reynoldson, Planning Engr.
County and City Division

cc: W. Hart
C. Swensen
D. Ridings

NOTED
C. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Mallory - Acosta"

$ 80,000 asking price

$ 100,000 not feasible

$ 115,000 agreed Estimate

from

T. Roake

1/13/67

3:15 pm

12-7 66

RECEIVED
APR 28 1967
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No. S-279(3)

Highway No. FAS 612

Project Name Nehalem River (Arcadia) Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at St. Helens, Oregon, this 26 day of April, 1967.

COLUMBIA County

Earl N. Swanson
County Judge

Robert L. Glowacki
Commissioner

D. J. Wintle
Commissioner

(11/29/66)

copy to John Cook

(12-7-66 150)

November 15, 1966
(date)

NOV 16 REC'D

NOTED
H. S. COX

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
P. B. Arensmeier

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 612

Section Nehalem River (Arcadia) Bridge

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [XXX]

If answer is yes, please list organizations:

RECEIVED
NOV 29 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

November 23, 1966
(date)

By Earl N. Seawright
Earl N. Seawright, County Judge

By
Louis J. Wasser, Commissioner

By O. D. Clark
O. D. Clark, Commissioner

NOTED
R. H. PRANGE

Copy to L H Hanna
Attention D Riding

FAS

RECEIVED
DEC 1 - 1966
ENGINEER
COUNTY & CITY DIVISION

710.13

FORM PR-48 (REV. 4-62)

Monthly Trans. Nos. 11-108, 11-109

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR PROGRAM APPROVAL
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	11/21/66

BY (Signature): Mr. Young's Oct. 31, 1966 letter

TITLE:

CLASS OF FEDERAL FUNDS: Secondary

SYSTEM (Check one applicable): ☐ FAI ☐ FAP ☐ FAU ☒ FAS

PROGRAM SUMMARY

PROJECT CLASS	STAGE 1 NO. OF ITEMS	STAGE 1 LENGTH (Miles)	STAGE 1 TOTAL EST. COST	STAGE 2 NO. OF ITEMS	STAGE 2 LENGTH (Miles)	STAGE 2 TOTAL EST. COST	FEDERAL FUNDS
	ITEM NOS. ____ THRU ____			ITEM NOS. 963 THRU 964			
HPS							
RWY-HWY							
HIGHWAY				2	0.106	$325,000	$195,000.00
TOTALS AS SUBMITTED							
TOTALS AS APPROVED				2	0.106	$325,000	$195,000.00

REMARKS

Item	Project	Location
963	S-279(3)	4.1 mi.SW of Vernonia (Arcadia Bridge)
964	S-556(1)	1.3 mi.East of Jct. with FAS 201 (Long Tom River Bridge)

Item 963 is classified as a Safety Project.

RECOMMENDED

DATE:

SIGNATURE:

TITLE:

EXCEPTIONS AND REMARKS *(Use additional sheets if required)*

RECEIVED
NOV 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1966
CIVIL ENGINEERING
SECTION

APPROVED

DATE: 11/21/66

SIGNATURE:

TITLE: T. Dec, Engineering Coordinator

EXCEPTIONS AND REMARKS *(Use additional sheets if required)*

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

USCOMM-DC 41180-P62

MONTHLY TRANSACTION NO. 11-108

DATE SUBMITTED TO W.O. 10/31/66

FORM PR-1 (REV. 4-61)

FEDERAL-AID (PPM

CARD 2	REPORT NUMBER (18)–(20)	1	PROJECT LOCATION (45 typewriter spaces) 21–65	Co.Rd. 4.1 mi. SW Vernonia		ADT	PRESENT (66)	200	FUTURE (68)	320	(70)	YE (71)			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	One Bridge	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(68)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)		EMERG. YR. (72)	A-1	(73)	PL. AU (74)
CARD 1	CLASS OF FEDERAL FUNDS	Secondary							COUNTY NAME						
	NAME OF URBAN AREA 17-31								ROUTE NO.	S			FEDERAL-		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)
5					PE		Co.Rd. 4.1 mi. SW of Vernonia /Arcadia (Nehalem River) Bridge/			
5					ROW					
5	30	N (32)		3	CONST (CODE) Safety X021	6		0.037	120,000	72,000
							PROJECT TOTALS	0.037	120,000	72,000

CARD 1	CODE 1	PREPARED BY
1	14	

PROGRAM APPROVAL DATES

[illegible] 1966

[illegible]gon Division

[illegible]m

This project c
tial traffic h
project is lis
Hazardous Loca

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	ADT	200	320 (66)(70)	86 (71)(72)	08	Oregon	35 (2)(3)	022 (4)(9)	963 (14)(18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(70)	(71)	A-1 (72)(73)	(74)(75)	S- 14 23	279(3) 7 18		(24)(26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
	Columbia	009 (14)(16)	

	ROUTE NO.	FEDERAL-AID	STATE	U.S.	
	S	612 (32)	Co.Rd. (36)(37)	(41)	1 OR [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54)(58)	(59) (66)	(67) (76)			
					One RCDG Bridge, Length 194', HC 28'.
					ROW - 60' Min.; Access Control - None; Parking Restrictions - None.
0.037	120,000	72,000	24,000	24,000(Co.)	
0.037	120,000	72,000	24,000	24,000(Co.)	

(16) (23)(24) (33)

RECEIVED
NOV 29 1966
ENGINEER
COUNTY & CITY DIVISION

REMARKS

Assistance to displaced persons - None involved. This project qualifies as a safety improvement to eliminate the potential traffic hazard created by the existing narrow bridge, HC 17'. The project is listed on page 12 of 12 of the May, 1966, "Inventory of Hazardous Locations".

USCOMM DUSCOMM-DC 48908-P61

ARCADIA (NEHALEM RIVER) BRIDGE

Project S-279(3)

Existing Facilities:

Two 19' trestle spans, one 100' steel pony truss, three 19' trestle spans, timber deck with oil mat wearing surface. Br. #1327, constructed in 1928. Bridge is narrow (HC 17') and approach spans decaying.

Adjacent Sections:

North End: 18' of oil and 3' shoulders.
South End: 18' of oil and 3' shoulders.

Project Data:

Construct a reinforced concrete bridge 194' long with a clear width of 28' on same site and slightly improved alignment. County will construct approaches with a 20' oil mat wearing surface and 4' shoulders.

Right of Way:	60' minimum.
Access Control:	None.
RR Xing:	None.
Minimum Design Standards:	No exceptions.
System Action:	None required.
Public Hearing:	None required.
Unusual or Complicated Situations:	None.

Route Data: Route follows along Nehalem River Valley. Serves small diversified farms, residential acreages, cattle grazing, tree farms, and logged over land. It is used as a school bus, mail, farm to market and log hauling route.

FAS-C

FORM E-30 50M 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1966

To: H. S. Cox
County-City Relations

B U I L D I N G

SUBJECT: Nehalem R. (Arcadia) Bridge
Nehalem River (Arcadia)
Bridge Section
Market Road, FAS 612
Columbia County
Br. No. 1327A

Attached, are 2 prints showing the plan and elevation of the subject bridge. Will you please send these copies to the County officials requesting that they return one set with their approval and comments noted thereon.

We have made a preliminary estimate of cost for this structure and find it to be $115,000 which includes 20% for field engineering and contingencies.

RECEIVED
AUG 24 1966
ENGINEER
COUNTY & CITY DIVISION

Theo. C. Roake
Assistant Bridge Engineer

TCR:mb
Att.
cc: L. L. Wallace

To County
8-25-66
V.J.

NOTED
DON HARWELL

Fas 612
Columbia Co

COLUMBIA COUNTY COURT

Earl N. Seawright, County Judge
Louis J. Wasser, Commissioner
O. D. Clark, Commissioner

St. Helens, Oregon
June 30, 1966

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
H. S. COX

Mr. Verne R. Jones, Planning Engineer
County and City Division
Oregon State Highway Department
Salem, Oregon

Dear Mr. Jones:

Columbia County Court requests that the Nehalem River (Arcadia) Bridge on F. A. S. Route No. 612 be built 28' wide. The A. D. T. on this road is 300 cars. According to State standards for Class E roads, the roadway width calls for 20' of surfacing and 4' shoulder which is 28' finished roadway.

Due to the small quantity estimated to make the approaches to the bridge, the County Road Department will make the fill and re-surface the roadway, and take care of any additional right-of-way that may be required.

Very truly yours,

COLUMBIA COUNTY COURT

By Earl N. Seawright County Judge

By _____ Commissioner

By O. D. Clark Commissioner

Copies to Edwards, Merchant & Hall 7-5-66 v.3

RECEIVED
JUL 1 - 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNKERN

NOTED
R. R. JONES

NOTED
R. H. PRAIRIE

NOTED
DON HARWELL

RECEIVED
JUL 11 1966
COLUMBIA COUNTY OREGON
6-271 (2)
6771

No. 612
Columbia Co

COLUMBIA COUNTY COURT

Earl N. Seawright, County Judge
Louis J. Wasser, Commissioner
O. D. Clark, Commissioner

St. Helens, Oregon
June 30, 1966

Mr. Verne R. Jones, Planning Engineer
County and City Division
Oregon State Highway Department
Salem, Oregon

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Very truly yours,

COLUMBIA COUNTY COURT

By Earl N. Seawright County Judge

By _____ Commissioner

By O. D. Clark Commissioner

Copies to:
Tom Edwards
Ivan Merchant

Copy to Merchant 7-11-66

RECEIVED
JUL 1 - 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
TOM EDWARDS

RECEIVED
JUL 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

RECEIVED
JUN 14 1968
FOR FILING

Section WILLAMETTE RIVER (SCAPOOSE) BRIDGE Highway F.A.S. 612 County COLUMBIA Prefix 505-1(89)

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 6-28-68

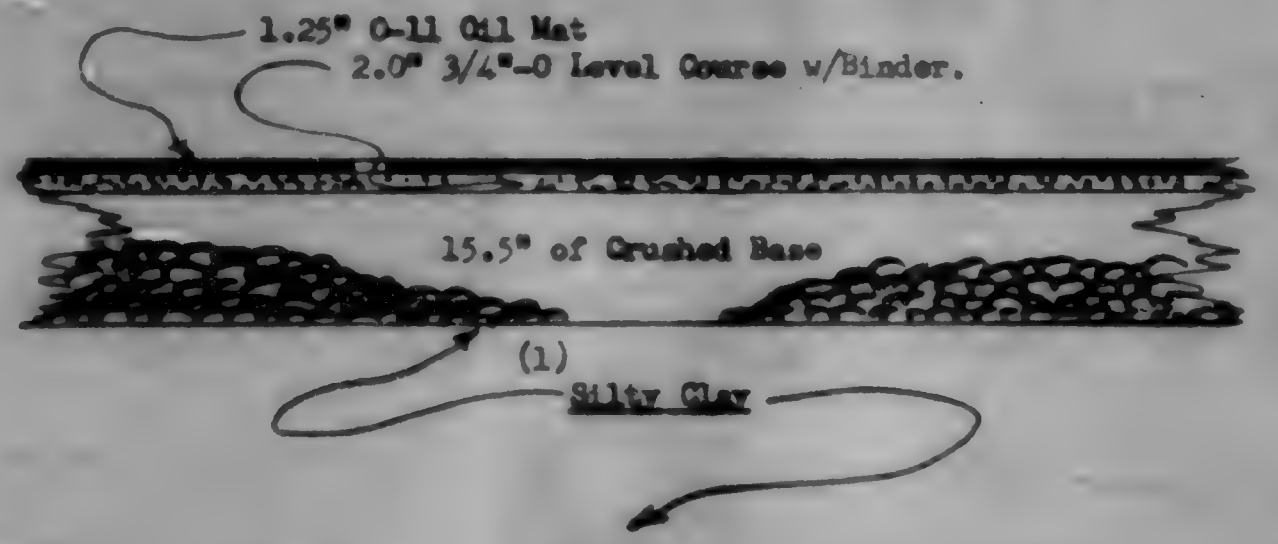
Truck A.D.T. 7 Traffic Coefficient 5.9 18 kip s.a. per day 4.9.

Annual Precipitation 48"± (Vernonia) Frost Penetration - - - - - -.

(1)
Typical Soil
48 LL
11 PI
87 %P 10
72 %P200
13 %Gravel
2 %C Sand
14 %F Sand
(71) %Silt
%Clay
9 "R" Value
(Corrected)

AASHO CLASSIFICATION:
A-5 (8)

MATERIAL SOURCES:
To be determined by the Engineer.



CBE Total Req.	Credits	Actual Thick.	0-11 Level Cr. Base
	1.5	1.2	0-11
	2.0	2.0	Level
	15.5	15.5	Cr. Base
19.0	19.0	18.7	

7-3-68

NOTED
F.B. MABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County-City (2)

Submitted by E. J. Lange
Staff Assistant

Recommended by _____
Asst Engineer of Materials

Recommended by D. F. Peterson
Asst Construction Engineer

Approved by H. H. Kleber
Asst. State Highway Engineer

SECTION: MEHALEM RIVER (ARCADIA) ER.

HIGHWAY: F.A.S. 612

COUNTY: COLUMBIA

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 140 (Total)

B. Future ADT 210 (Total)

C. Mean ADT 175 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 4 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 4 x (C) 175 = 7

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 7 x (H) 100 % = 7

TRAFFIC COEFFICIENT = K $(I)^{0.119}$

where K = 4.669

= 5.9

SECTION: MEHALEM RIVER (ARCADIA) BR.

HIGHWAY: F.A.S. 612

COUNTY: COLUMBIA

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as Columbia County will construct approaches. Project Base Design provided to assure ample sub-grade width.

Commissioners
Par Mecke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

S-279(2)

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing

Jan	Peate
Docker	Morelock
Bond	Trout
Barboo	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

April 26, 1966

RECEIVED
APR 27 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of March 24, 1966 which enclosed the prospectus for location survey on the following projects:

Dry River Section, Ochoco Highway, Crook County.

Nehalem River (Arcadia) Bridge Section, FAS 612, Columbia County.

NOTED

Field investigational reports have been received on these projects, and there will be no conflict with wildlife resources. Consequently, the projects are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

4/27/66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
J. F. Putnam (2)

fp

RECEIVED
MAR 25 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

Prefix No. 505-1489

LOCATION PROSPECTUS
NEHALEM RIVER (ARCADIA) BRIDGE SECTION
FAS 612
COLUMBIA COUNTY

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
H. S. COX

HIGHWAY: Nehalem Market Road, FAS 612.

TERMINI: Bridge is located approximately 7.7 miles northerly of M.P. 37.7 (Sunset Highway) on the Nehalem Market Road.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of an existing bridge. Columbia County will construct the approaches. Columbia County will construct and maintain the detour during construction. A State reconnaissance has not been made nor is one needed. Soils investigations will be conducted. An economic analysis is not needed. This is an FAS-C bridge replacement project.

CHARACTERISTICS: Existing ADT 250; projected ADT 400.

STANDARDS: Class "E", maximum grade 6 per cent, maximum curvature 18 degrees.

TYPICAL SECTION: Twenty-foot travel way with 4-foot shoulders.

BRIDGE: County requests a structure with a 28-foot horizontal clearance with no sidewalks, and is possible the use of the existing bridge piers.

ACCESS: County road, with access determined by Columbia County.

BASE DESIGN: The tentative base design for construction is:

Paving	1-1/4" 0-11 Oil Mat
Top Course Base	2 " Leveling
Bottom Course Base	15 " Crushed Base
Total Depth	18-1/4"

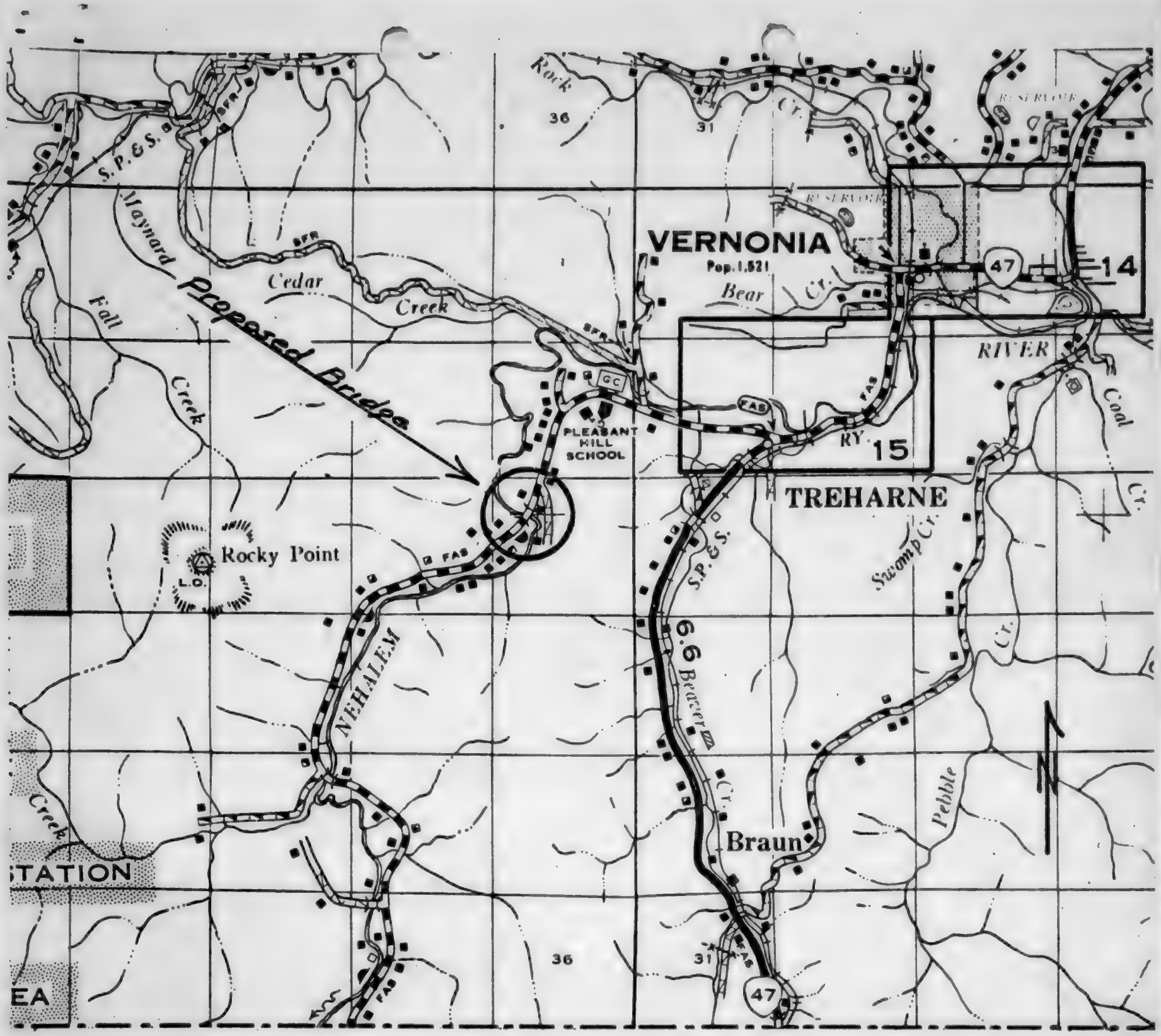
MATERIAL SOURCE: Local commercial or county.

AGREEMENTS: Routine FAS-C project.

STATE PARKS OR ROADSIDE REST AREAS: None affected.

NOTED
V. R. JONES

March 24, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. W. Rulien (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young



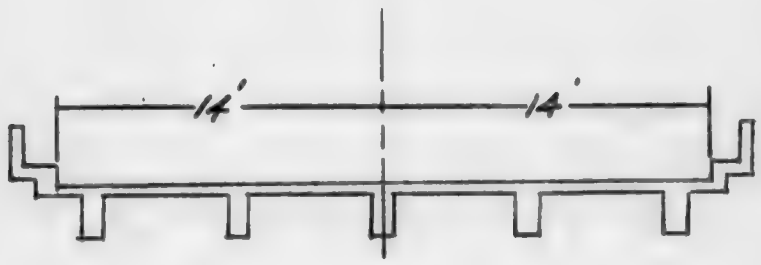
Prospectus Map

Nehalem River (Arcadia) Bridge Section

FAS 612

Columbia County

1966



Bridge Section

COLUMBIA COUNTY
PROPOSED PROJECT (1966 Funds)

FAS 612, Nehalem Market Road, Nehalem River (Arcadia) Bridge, $80,000.

The proposed structure will replace an existing steel pony truss which is only 17 feet wide. The County wishes the new bridge to be built on approximately the same line and grade as the existing structure. The County has requested the use of the existing piers in the new structure if possible. The bridge should be placed on the schedule for June.

Tab. 66-b
2/28/66

HIGHWAY COMMISSION
APPROVED ON
MAR 8 - 1966

BRIDGE PROJECT REQUESTED BY COLUMBIA COUNTY Date February 24, 1966

Is this to be a County project? ___Yes _X_No

Is this to be an FAS-C project? _X_Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Nehalem Market Road

   FAS Number 612

12,000

2. Name of river or stream Nehalem River

3. Name of bridge Arcadia Bridge

4. Location (Please attach map with location marked):

   Section 13 Township 4 Range 5 W.M.

5. Desired width of bridge 28'

6. Are sidewalks desired? ___Yes _X_No

7. Width of sidewalks

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No

10. Does County wish a particular type of bridge design? ___Yes _X_No

    If "Yes," explain type desired:

11. Will County furnish any materials for bridge? ___Yes _X_No

    Explain:

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes ___No

13. Will County run survey and furnish vicinity map? ___Yes _X_No

14. Will County furnish foundation data? ___Yes _X_No

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes ___No

16. Can road be closed during construction? _X_Yes ___No

17. Will detour be required? _X_Yes ___No

18. Will detour be constructed and maintained by County? _X_Yes ___No

19. Will detour be constructed and maintained by contractor? ___Yes _X_No

20. Will County construct approaches or connections? _X_Yes ___No

21. Will contractor construct approaches or connections under contract? ___Yes _X_No

22. State width of traveled roadway: 20' Width of shoulders: 4'

23. Will additional right-of-way be required? ___Yes _X_No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes ___No

26. Will old bridge remain in place? ___Yes _X_No

27. Will old bridge be removed by contractor? _X_Yes ___No

28. Will old bridge be removed by County? ___Yes _X_No

29. Does County wish old bridge salvaged for future use? _X_Yes ___No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? ___Yes ___No

31. Does County wish State Highway Department to advertise and accept bids? _X_Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes _X_No

33. Does County wish complete job of illumination in project? ___Yes _X_No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes __X__No Size_____

(b) Sanitary sewer mains: ___Yes __X__No Size_____

(c) Storm sewer: ___Yes __X__No Size_____

(d) Gas mains: ___Yes __X__No Size_____

(e) Power lines: ___Yes __X__No

(f) Telephone lines: ___Yes __X__No

(g) Other utilities? _____

35. What is desired date for letting? As soon as possible.

Remarks_____

_____

_____

_____

By Louis H Warren Co Comm
County Commissioner

By C D Clark
County Commissioner

8-4210 Maint. painting of Thomas Cr. Br., Oregon Coast Hwy. 1967

#6998

RECEIVED
NOV 2 - 1967
FOR FILING
2-4210
6998

November 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 26, 1967 on Contract No. 6998. The contract was with Garbarenco Painting Company and was for maintenance painting of the Thomas Creek Bridge on the Oregon Coast Highway in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 2, 1967 and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan D. Merchant
C. H. Maison
L. H. Young
L. R. Chandler

RECEIVED
NOV 3 - 1967

8-4210

6998

November 2, 1967

The Aetna Casualty & Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

Contract No. 6998 awarded to Garbarenco Painting Company for maintenance painting of the Thomas Creek Bridge on the Oregon Coast Highway in Curry County was completed on September 26, 1967, and accepted by the Highway Commission on November 2, 1967.

Final payment in the amount of $2,586 will be released to the contractor after November 9, 1967. The total contract amount is $86,200 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Garbarenco Painting Company
22627 100th West
Edmonds, Washington 98020

Mr. Robert B. Clarke
321 Yeon Building
Portland, Oregon 97204

L. H. Young
C. H. Maison
Attn: John Herr

8-4-210

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Thomas Creek Bridge		WEEK ENDING: October 20, 1967
		SECTION PREFIX: 8-4.210
HIGHWAY: Oregon Coast		COUNTY: Curry
NAME OF JOB: Thomas Creek Bridge	KIND OF WORK: Maintenance Painting	
CONTRACTOR: Carbarone Painting Co.	CONTRACT NUMBER: 6998	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 17, 1967	DATE WORK STARTED: June 20, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 175	WORK DAYS USED / CALENDAR DAYS USED: 119
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 68%
PROJECT AUTHORIZATION: $ 96,200.00	ENGINEERING AUTHORIZATION: $ 6,080.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 90,120.00	ENGINEERING COST TO DATE: $ 11,920.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 86,273.07		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: [redacted] UNDERRUN 4.3 %	PERCENT OF AUTHORIZATION: 196 %	September 26, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE: Sand Blasting	OIL/OTHER: Red Lead Painting	MAT'L: Finish Coats	Steam Cleaning	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	100%	100%	100%	
TOTAL QUANTITIES CORRECTED TO DATE	100%	100%	100%	100%	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	100%	100%	100%	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

RECEIVED

DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project has been completed and the semi-final was submitted October 19, 1967.

This will be the last report for this project.

Bandon, Oregon

SIGNED George T. Thornton, Res. Engineer.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 14 1967
FORM C-30X—50M—7-66

FOR FILING
8-4210
6998

BP*23811-734

C

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1967

SUBJECT:

To: Mr. L. R. Chandler
Division Engineer
P.O. Box 1123
Roseburg, Oregon 97470

It is noted that engineering charges on the projects listed below are overrunning considerably:

Job	Engineer	% Job Complete	% Engr. Expended
Rhinehart Creek Bridge	Thornton	100	303
Ophir Safety Rest Area	Holland	16	68
Thomas Creek Bridge	Thornton	86	155
North Hill-Deer Creek	Hagedorn	10	53
Sutherlin	Hagedorn	100	263
Gardiner Hill	Hackleman	60	107

Please take immediate steps to see that future charges on these jobs are held to an absolute minimum and advise this office of the action taken.

F. D. Morgan
Construction Engineer

cc: F. B. Klaboe

RECEIVED
SEP 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 9 - 1967

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

6998

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 8, 1967

Garbareno Painting Co.
22627 100th W.
Edmonds, Washington 98020

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6998 for maintenance painting on the Thomas Creek Bridge on the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc The Aetna Casualty & Surety Co.
Bond Department
400 Century Tower
Portland, Oregon 97205

Mr. Robert B. Clarke
321 Yeon Building
Portland, Oregon 97204

RECEIVED
JUN 5 1967
SP*23401-734

8 4 2 10
6998

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1967

SUBJECT: Contract No. 6998

To: Mr. Floyd Query

We received Contract No. 6998 awarded to Garbareno Painting Co. from the Insurance Department yesterday with a note attached stating that "Mr. Robert B. Clarke is approved licensed as an individual but not under Allcity Agency, Inc."

I called the Insurance Department to see if Allcity Agency's sticker on the contract had any bearing on the validity of the Performance Bond. I was told that the Bond was approved in error and that the Allcity Sticker would have to be removed before the bond could be properly approved.

I then called Mr. Robert B. Clarke at his agency in Portland. He was not in so I was referred to the Aetna Casualty & Surety Company Office. I called there and talked to Kathleen Brophy who handles the bonds in the Portland Office. She said that this bond had been executed in Aetna's Seattle Office but assured me that it was quite all right to remove the sticker from the contract. She said that it had apparently been placed there by mistake.

I, therefore, removed the sticker and forwarded the contract to the Legal Division.

Wanda Nelson

Wanda Nelson

NOTED
FLOYD QUERY

RECEIVED
MAY 19 1967
FOR FILING

S-4210
6948

May 18, 1967

Garbarono Painting Co.
22827 100th W.
Edmonds, Washington 98020

Gentlemen:

Enclosed are three copies of Contract No. 6948 for $86,200.00 awarded to you by the State Highway Commission on May 17, 1967. This contract is for maintenance painting on the Thomas Creek Bridge on the Oregon Coast Highway in Curry County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 31, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Inclosures

bc Frank Morgan
L. M. Young
I. D. Merchant
C. H. Matthis (SLAC)
L. R. Chandler
George Thornton
E. S. Hunter

RECEIVED
MAR 14 1967
FOR FILES

8-4210
.
6.498

March 13, 1967

Oregon State Highway Commission

Gentlemen:

Inspection of the Thomas Creek Bridge on the Oregon Coast Highway at M.P. 347.74 in Curry County indicates that this structure should be painted during the summer of 1967.

The structure has not been painted since its original construction in 1963. The estimate of cost is $112,000. The project will be financed with 1965-67 Contract Maintenance funds, which are included in the Maintenance Budget for such purposes.

This matter will be on the agenda for your consideration at the March 14 meeting, and I recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
E. S. Hunter
C. H. Maison
L. H. Young
Ivan Merchant
E. R. Chandler

RNB:je cm

FORM E-30 50M 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1967

To:

SUBJECT: Painting of Thomas Creek Bridge

Mr. Tom Edwards
Assistant Maintenance Engineer

Building

Attached is a rough draft of a letter to the Highway Commission requesting permission to contract the painting of the Thomas Creek Bridge.

The Contract Maintenance Budget for 1965-67 is $485,174.00. The contracts scheduled have been completed as follows:

Painting of Yaquina Bay Bridge...	$215,491.98
Painting of Coos Bay Bridge.....	137,894.62
Thermoplastic striping.....	30,203.10
Total.....	$383,589.70
Available Funds.....	101,584.30
1965-67 Budget.....	$485,174.00

In addition, $29,247.78 is due from the Washington Toll Authority for maintenance of the Interstate Bridge. A billing of $26,662.44 has been made and payment can be expected during March.

Although the estimate of cost for the painting of the Thomas Creek Bridge is $112,000, the work will be done during both the 1965-67 and 1967-69 budget years with costs charged against both budgets. The bridge needs painting this year and, in order for the work to be completed this summer, the contract should be let as soon as possible.

Your approval is recommended.

RECEIVED
MAR 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RNB:je
Enclosure

E. S. Hunter
Maintenance Engineer

By Robert N. Bothman

R. N. Bothman
Assistant Maintenance Engineer

RECEIVED
MAR 7 1967
FOR FILING

SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1967

To: Mr. Ivan Merchant
Bridge Engineer

SUBJECT: Thomas Creek Bridge
Oregon Coast Highway
Curry County

Please prepare a contract for painting the Thomas Creek Bridge on the Oregon Coast Highway, to be scheduled on the May 4 letting.

ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

TE:ja

Enc.

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
L. R. Chandler
C. H. Maison (enc.)

Finance from 1967-69 Contract Mtc funds

NOTED
FORREST COOPER

FORM E-30 90M 10-65 SP*23401-734

8-43 11

L 7 7 2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1967

To:

SUBJECT: Thomas Creek Bridge
Painting

Mr. Tom Edwards
Assistant State Highway Engineer

L B u i l d i n g

Attached are copies of letters recently received from the field indicating that the Thomas Creek Bridge is in need of immediate painting.

The field assessment indicates that a repainting contract should be undertaken this calendar year with a thorough and complete followup by maintenance crews in 1968, picking up all bad spots which show.

Please arrange for the Bridge Division to let this contract as soon as specifications can be drawn.

E. S. Hunter
Maintenance Engineer

ESH:je
Enclosure

cc: L. R. Chandler

RECEIVED
FEB 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 10, 1967

To: E. S. Hunter
Maintenance Engineer
S A L E M

Attention: H. W. Hughlett

SUBJECT: Thomas Creek Bridge
Oregon Coast Highway
Curry County

Enclosed herewith is a copy of a letter from Eldon Everton, Bridge Maintenance Superintendent regarding an inspection and his recommendations for painting on Thomas Creek Bridge. I made an inspection several months ago and found the same thing indicated in Mr. Everton's letter. The stringers and floor beams are especially bad.

It is recommended that a contract be let for the summer of 1967 for repainting this structure. Then, as suggested by Mr. Everton the maintenance crew could then follow in the summer of 1968 by picking up any bad spots that developed after the contract painting had been completed.

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf
Attach.

MAINTENANCE ENGINEER
RECEIVED
FEB 14 1967

FORM S-20 REM. 10-62 SP°22401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 8, 1967

To: John Quiner II
Assistant Division Engineer
O F F I C E

SUBJECT: Painting Structural Steel
Thomas Creek Bridge
Oregon Coast Highway
Curry County

A recent inspection of the above subject bridge showed the paint on structural steel in a condition that needs attention.

All of the nuts and threads on the gussets were badly rusted as were all of the edges of bottom flanges of floor beams. This rust is getting quite bad and is for the entire length of the structure. Considerable rust is also showing along edges of cut-outs in the longitudinal beams as well as along the edges of the sway brace angles.

I feel that no later than the summer of 1967 a contract should be let for painting of this structure. If a good paint job could be obtained this summer, I would then plan on going over the entire structure for the next two summers with a bridge maintenance crew picking up all bad spots. I feel that if this procedure is followed, a paint job could be obtained that would prove satisfactory.

Eldon L. Everton
BRIDGE MAINTENANCE SUPT.

ELE:cc

9-3722 Lapine State Recreation Area 1967
(Grading and 2 structures)

#6999

RECEIVED
JUN 28 1968
FOR FILE

9-3722

6 9 9 9

June 28, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed April 22, 1968, on Contract No. 6999. The contract was with R. L. Coats and was for grading and structures on the Lapine State Recreation Area Section access road in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 28, 1968, and that you concur in this procedure at the Commission meeting on July 9.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
Ivan Marchant
L. H. Young
J. F. Putnam

srb jko

RECEIVED
JUL 1 - 1968
FOR FILING

9-3722
6191

June 28, 1968

General Insurance Co. of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 6999 awarded to R. L. Coats for grading and structure in the Lapine State Recreation Area (Access Road) Section in Deschutes County was completed on April 22, 1968, and accepted by the Highway Commission on June 28, 1968.

Final payment in the amount of $17,774.63 will be released to the contractor after July 5, 1968. The total contract amount is $303,891.30 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: R. L. Coats
1270 Treaton Avenue
Bend, Oregon 97701

L. H. Young
C. H. Maison
Attn: John Herr

9-3722

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lapine State Recreation Area		WEEK ENDING: 6-8-68
		SECTION PREFIX: 9-3722
HIGHWAY: Access Road		COUNTY: Deschutes
NAME OF JOB: Lapine State Recreation Area	KIND OF WORK: Grading & Structures	
CONTRACTOR: R. L. Costa	CONTRACT NUMBER: 6999	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 5-17-67	DATE WORK STARTED: 5-23-67	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 230	CALENDAR DAYS USED 213
PROJECT AUTHORIZATION: $344,818.12	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 93%
EXCLUSIVE OF ENGINEERING: $320,297.72	ENGINEERING AUTHORIZATION $24,520.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $316,933.80	ENGINEERING COST TO DATE $20,364.56	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97.8%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.0 %	PERCENT OF AUTHORIZATION 83 %	DATE PROJECT WAS COMPLETED: DATE ~~SUPPLEMENTAL~~ SUBMITTED: 6-5-68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%		100%					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.51				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.51				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	26,000 cy				
TOTAL QUANTITIES CORRECTED TO DATE	22,000 cy				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	22,000 cy				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9643A	9643B						
PERCENT	100%	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROGRESS TO DATE: The project is complete, the semifinal was submitted 6-5-68, and this is the final Field Engineer's Weekly Report.

SIGNED Paul W. Ward for Donald E. Pallett LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
APR 1 [illegible]
FORM B-30 SOM 10-65

FOR FILING

1-3722

6717

PH 1621

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1968

SUBJECT: Lapine Recreation Area
Deschutes County

To:
Mr. Lloyd P. Shaw
Assistant State Highway Engineer
B U I L D I N G

A permit was issued by the Great Northern Railroad for a crossing of their tracks by the Lapine Recreation Area access road on June 8, 1967.

f.v.K

L. V. Koons, Deputy
State Parks Superintendent

LVK:jbk

RECEIVED
APR 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1967
FOR FILING

9-3722
6999

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1967

RAILROAD COMPANIES
FILE No. 641

To: Mr. Floyd Query, Secretary
State Highway Commission

~~Building~~

SUBJECT: Pux 621 R-40097
Easement
Great Northern Railway Company
Lapine State Recreation Access Road
The Dalles-California Highway
Deschutes County
Near Stearns, Oregon

Attached hereto please find a copy of the above-subject Easement. The fully executed duplicate original has been handed to Velda DeGuire in Mr. Saling's office for processing and recording, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachment

cc: F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
J. F. Putnam (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1)
Tom Edwards (1)
Floyd Crandall (1)
T. W. Litchfield (1)

RECEIVED
AUG 1 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER
RAILROADS

RECEIVED
JUL 31 1967
FOR FILING

9-3724

6999

Agenda
4 CC

Salem, Oregon
June 19, 1967

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Crossing Agreement
Great Northern Railway Company
Lapine Recreation Area Park
Access Road
Deschutes County

RAILROAD COMPANIES
FILE No. 641

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached for processing is a fully executed copy of an agreement with Great Northern Railway Company covering the construction and maintenance of a crossing and automatic gates on the above-mentioned property.

When you have processed this agreement, please return it to this office for the Commission's files.

C. W. Head, Assistant Secretary

lmr
Att.

RECEIVED
JUN 7 - 1967
FOR FILING

9-3722
6999

June 5, 1967

Oregon State Highway Commission

Gentlemen:

An access road to serve the Lapine Recreation Area from State Primary Highway No. 4 (The Dalles-California Highway) is nearing completion. It provides direct connection from the developed recreation area to the highway, in contrast to circuitous routes previously available via county and forest roads.

Near its easterly terminus, the new road crosses Great Northern Railway Company tracks. At this point, protection to traffic by installation of short-arm automatic crossing gates is desirable. An agreement with the Railway Company providing for construction and maintenance of the crossing and automatic gates has been prepared. It will appear on the agenda for the June 8 meeting for your consideration.

The agreement provides that Great Northern Railway Company construct a 40-foot crossing; place two automatic short-arm crossing gates complete with arms, flashing lights, and bells; raise and rearrange the railway communication line at the crossing; remove two existing crossings on county roads at other points in the system; and provide flagging when it is deemed necessary.

All costs are to be paid by the State, including those for flagging. The total cost is estimated to be $15,200.

Maintenance is to be accomplished by the State and the Railway Company as provided in the P.U.C. order. The State is to maintain its facilities and the Railway Company will maintain railroad-related facilities.

The agreement also provides that the Railway Company shall grant an easement to the State, 80 feet in width, 40 feet on each side of the center line of the crossing. The consideration for the easement shall be $100. This matter will be consummated by a separate instrument.

The State is required to include, in any contract for highway construction connecting to the crossing, protective insurance in the amount of $500,000 property damage and a like amount covering bodily injury arising from the contractor's activities.

It is recommended that you approve the agreement and authorize the Secretary to sign the document for and on your behalf.

Very truly yours,

Forrest L. Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan (attn. T. W. Litchfield)
David Talbot
J. F. Putnam

LPS:ajw jw

FORM E-183

RECEIVED
JUN 1 1967
SPECIFICATIONS

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. FRIDLEY, MEMBER
ASHLAND
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

7-3722
6999

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. KOHDE
CHIEF COUNSEL

May 31, 1967

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6999 for grading and structures in the Lapine State Recreation Area (Access Road) in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Encl.

cc General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

RECEIVED
MAY 18 1967

9-372a
6999

May 18, 1967

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

Inclosed are three copies of Contract No. 6999 for $306,500.00 awarded to you by the State Highway Commission on May 17, 1967. This contract is for grading and structures in the Lapine State Recreation Area (Access Road) in Deschutes County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 31, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Inclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
J. F. Putnam
David Talbot

RECEIVED
APR 24 1967
FOR FILING
9-3722
6991

Mr. Shaw

FORM E-30X—50M—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1967

SUBJECT:

To: Mr. David G. Talbot
State Parks Superintendent
O F F I C E

MCIVER

1. Road & parking: We will finish grading and base on road to overnight and memorial parking by end of next week.

2. We have an order approved by Finance and Administration for 2000 c.y. of 3/4 - 0 rock - this will finish the majority of roads and parking. This rock will be placed before the 1st of June.

GOOSE LAKE

We can accomplish the drainage work, fill for parking area, and fill for overnight area.
This will be done by a restricted equipment rental agreement.

LAPINE

A P.R. for contract equipment rental is being sent in by Division IV. I will walk this over to Finance and Administration as soon as we receive. I will keep a fire built under everyone I can.

CURBING - Finance and Administration has approved the additional curbing and the contractor has also agreed to placing approximately 16,000 lin. ft. at the bid price.
DOCK COMPONENTS - Finance and Administration has the P.R. (walked the req. over) and I have discussed this with the purchasing agent.
FENCING MTL. - Same as above.
TRAILERS - Same as above.

CARL G. WASHBURNE

Addition to house. Bridge Supt. has stated he can go to work immediately - at least get all materials ordered.

Warren Gaskill, Chief
Field Operations

WG:jgt

RECEIVED
APR 17 1967

FORM L-30X—3-67—7.66 SP*13657-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1967

SUBJECT:

To: Mr. Ben Gifford
Construction
B U I L D I N G

May 4	**Letting**	
Lapine State Recreation Area	Bridges	330,000
Lapine State Recreation Area	Oiling	94,000
Wallowa Lake	Concession Bldg.	55,000
Ft. Stevens	O'Nite	290,000
June 15		
Nemaloose	O'Nite	190,000
Harris Beach	O'Nite	150,000
July 27		
McIver State Park	Residence	22,000
Lapine Recreation Area	Residence	22,000
Goose Lake State Park	Day Use and Overnight	110,000

Any project on the schedule of contract letting that differ from the above listing should be deleted or changed.

Warren Gaskill, Chief
Field Operations

WG:jgt

RECEIVED
APR 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 8-2222 (REV 7-66)

RECEIVED
APR 13 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER,
PORTLAND

9-3722

6999

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 6, 1967

Great Northern Railway Company
306 Kings Street Station
Seattle, Washington 98104

Re: Construction Agreement
Access Road to LaPine State Recreation Area
Deschutes County
YOUR FILE: AFE 67-344

ATTENTION: Mr. L.G. Reichert
Assistant Chief Engineer

Gentlemen:

The construction agreement which accompanied your letter of February 27, 1967 for the above-captioned project has been reviewed by the State and found to be acceptable with one exception.

We find that Paragraph VI has been altered to read: "The State or its contractor shall protect the Railway Company and any other railroad company occupying or using the Railway Company's right of way or lines of railroad against all loss and damages arising from activities of the State or its contractor, his forces, or any of his subcontractors or agents," .

This, in effect, requires the State to hold the Railroad Company harmless and is prohibited by the Oregon Constitution; therefore, the State will agree to provide railroad protective insurance in the same manner as any contractor we may employ to do the work. To effect this we have altered the first sentence of Paragraph VI to read as follows: "The State or its contractor shall furnish to the Railway Company a Railroad Protective Liability Insurance Policy naming the Railway Company as the insured and providing for protection to the Railway Company in the manner and form described in the form of policy attached hereto and made a part hereof and marked Exhibit 'B' ".

If you agree with this deletion as made on the duplicate counterparts returned herewith, please have it initialed by appropriate railroad officials and return the agreement to this office by April 17, 1967 so that it may be placed on the agenda for the Commission meeting of April 25, 1967.

NOTED
LLOYD P. SHAW

In your letter of March 22, 1967 you asked for advice as to the construction date assigned to this project. All of the construction for the road on either side of the grade crossing has been completed with the exception of the wearing surface. As soon as this agreement is consummated, the State will proceed immediately to occupy railroad property and complete the grading work. There is proposed a construction project, for which bids will be opened on May 4, 1967, for the oiling of all of the portion of this road on which the base rock has been placed. Railroad property will not be occupied until this agreement has been consummated. You may consider this letter your authorization to order all the materials required to complete your portion of the work at this crossing.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

Enc.

cc: ~~L.P.~~ Shaw
David Talbot
Jack Sollis
J.F. Putnam

RECEIVED
APR 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 - 1967
FOR FILING

9 3722
6499

Salem, Oregon
April 4, 1967

Mr. J. F. Putnam
Division Engineer

The refuge at the intersection of US97 and the Lapine Recreation Area Road should be financed with Minor Betterment funds for channelization.

Please so prepare your order.

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Lloyd Shaw
Victor D. Wolfe (enc.)
E. S. Hunter (enc.)
F. B. Crandall (enc.)

RECEIVED
APR 3 1967
SP*23401.734

FOR FILING
9-3722
6177

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1967

SUBJECT: Pux 621 - Hwy. G-Xing N. of Lapine
Great Northern Railway Company
Deschutes County

To: Mr. R. L. Porter
Deputy State Highway Engineer

B u i l d i n g

Herewith I hand you a copy of Order No. 43538, issued by the Public Utility Commissioner under date of March 28, 1967, relative to the above-titled matter.

Distribution has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. D. Morgan (2)
E. S. Hunter (2)
J. F. Putnam (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)
Harold Reynoldson (1)

RECEIVED
APR 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Order #43538

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-378

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a Highway Grade Crossing over the tracks and right of way of the Great Northern Railway Company, approximately seven (7) miles North of Lapine, Oregon, in Deschutes County, in the Northeast Quarter of the Southwest Quarter (NE¼SW¼) of Section 7, Township 21 South, Range 11 East, Willamette Meridian.	ORDER

On October 7, 1966 the State of Oregon, by and through its State Highway Commission, filed Application seeking authority to establish a railroad-highway crossing at grade at the location set forth in the above title, alleging therein that such filing is made pursuant to provisions of ORS 366.205 and ORS 763.030 of the State of Oregon; that the persons affected by the proposed construction are Deschutes County, Mid-State Electric Cooperative and the Great Northern Railway Company, a "Railroad", as defined in ORS 763.010 (and hereinafter so referred to); that the proposed crossing is necessary and proper for the service, accommodation, and convenience of the public for the following reason:

> Provides public access to the proposed Lapine State Recreation Area.

On November 23, 1966 Applicant filed a Motion to amend the Application. The Motion was allowed and the amendment was accepted.

Attached to and a part of the amended Application is a drawing entitled "Proposed Railroad Grade Crossing - Deschutes County" which shows the vicinity location, distances, dimensions and details relevant to the proposed project.

Notice of receipt of the amended Application and copies thereof, including the attached drawing, were duly served upon the General Manager and Attorneys for Great Northern Railway Company, Mid-State Electric Cooperative and Deschutes County. All of said parties subsequently advised the Commissioner that no objection would be made to the issuance of an order in accordance with the amended Application as filed.

Although the Application was submitted as being filed pursuant to the provisions of ORS 763.030, it is in fact governed by the provisions of ORS 763.020 covering initial construction of a crossing at grade. Any determination made herein will be based upon the latter mentioned statute.

Subsection (2) of ORS 763.080 permits the issuance of an order, under certain conditions and when no issues are raised, granting the authority or relief requested without the hearing otherwise required under this chapter. No such issues within the purview of the above cited statute are raised by any party to this proceeding. No need exists for public hearing herein and the expenses and delays that would be incurred by the holding of such hearing in this matter are not justified. Good cause appearing therefor, such hearing will not be held.

Based upon the amended Application, the record herein and an investigation in the field, it is found that:

Applicant is a "Public Authority", Great Northern Railway Company is a "Railroad" and the public thoroughfare involved is a "Highway" all as defined in ORS 763.010.

Applicant proposes to construct a crossing at grade across the single main line tracks of the Great Northern Railway Company by constructing an access road over said tracks. The area to be reached by said construction is a proposed public recreation area known as the

Lapine State Recreation Area. There will be approximately 600 vehicles per day over the crossing during the months of June, July and August and the normal daily train moves will consist of approximately six per day.

Upon construction the proposed highway will approach the crossing from the West on an ascending grade of 1.312 per cent and will ascend across the tracks to the East on a grade of 0.28 per cent.

The sight distances of persons and vehicles approaching the proposed crossing will be as follows:

(a) From a point 50 feet west of crossing - 2000 feet right and 2000 feet to the left.

(b) From a point 50 feet east of crossing - 3900 feet right and 2450 feet to the left.

(c) From a point 500 feet west of crossing - 600 feet right and 500 feet left.

(d) From a point 500 feet east of crossing - 600 feet right and 550 feet left.

The intersection of railroad and highway will be at an angle of 78°42'.

Applicant proposes in its amended Application, for the purpose of protecting traffic over the crossing, that there be installed two Commissioner's Standard No. 2 Flashing Light Signals with Gongs, supplemented with Commissioner's Standard No. 4 Automatic Gates, and that the cost of installation of same and cost of construction of the crossing be borne by the State.

Applicant further proposes that the construction and maintenance of crossing, and costs thereof, be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans, specifications and perform the actual construction of the highway.

(b) Except as hereinbelow stated under "THINGS TO BE DONE BY THE RAILROAD COMPANY AT ITS OWN EXPENSE" reimburse the railroad for necessary expenditures in connection therewith.

(c) Install and maintain an 18-inch culvert beneath the highway on each side of the tracks.

THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY THE APPLICANT:

(a) Furnish and install two Commissioner's Standard No. 4 Automatic Gates equipped with Gongs and Flashing Lights on the mast, which shall be installed at an appropriate location along the highway on each side of the railroad track.

(b) Make such rearrangement of communication and signal lines as may be required.

(c) Provide and install preservative treated ties and ballast on and along the portion of the track to be covered by the highway roadway, and furnish and install a gumwood plank crossing for a width, when measured along the centerline of the track, of 37 feet.

(d) Provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of the construction of the crossing.

THINGS TO BE DONE BY RAILROAD COMPANY AT ITS OWN COST AND EXPENSE:

(a) Maintain the railroad tracks, ties, ballast, gumwood planks, automatic gate signals and other railroad facilities after construction of the crossing.

No objections are made to the establishment and construction of the crossing as proposed. When protected as set forth above, the crossing will be sufficiently safe for the normal use thereof that is now anticipated.

The method of construction and the terms for apportionment of the costs of construction and maintenance of the crossing and required warning devices, all as set forth hereinabove, are just and reasonable. Said proposal is therefore, approved.

From the foregoing it is concluded that it is in the public interest that the amended Application be granted and the crossing be established in accordance with the following provisions. It is therefore

ORDERED that the amended Application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Great Northern Railway Company at grade in the Northeast Quarter of the Southwest Quarter of Section 7, Township 21 South, Range 11 East, Willamette Meridian in Deschutes County, be and the same hereby is granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner in accordance with modern accepted engineering practices and in conformity as to location, approach grades, elevation and angle of intersection with details as contained in the amended Application and on the drawing attached thereto;

2. The crossing shall be surfaced to a level with the top of rails for the full traveled width of the roadway and between the rails and to the ends of ties, with such materials or combination of materials as will make a smoothly contoured highway surface;

3. There shall be installed in appropriate protective locations on each side of the crossing one Public Utility Commissioner's Standard No. 2 Flashing Light Signal equipped with Gongs, supplemented with one Public Utility Commissioner's Standard No. 4 Automatic Crossing Gate;

4. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDERED that the designation 10A-23.8 be assigned to and maintained at the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 28th day of March, 1967.

Sam R. Hales
Public Utility Commissioner

(SEAL)

RECEIVED
APR 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
[illegible]
[illegible]

March 13, 1967

Oregon State Highway Commission

Gentlemen:

In regard to development in existing State parks, our proposed construction of facilities on the following areas will be undertaken as our budget permits and as you desire other action taken.

Fort Stevens	construct 107 trailer sites	$270,000
Memaloose	construct 60 trailer sites	150,000
Harris Beach	construct 50 trailer sites	125,000
Cocoo Lake	construct 40 trailer sites	110,000

All trailer installations listed will include necessary sanitary facilities, roadways, and appurtenances.

The Loeb Recreation Area will be sufficiently complete to permit public use late this coming summer. To minimize vandalism and to be prepared for full-scale operation in the 1968 season, it is planned to construct the residence building during the summer of 1967 at an estimated cost of $25,000. This building was included in plans for development of the area but was not included in these items listed in Mr. Shaw's April 19, 1966, informational letter to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David Talbot

lps:ajw cm

RECEIVED
MAR 3 - 1967

OREGON STATE HIGHWAY DEPARTMENT

TO: MR. L.V. KOONS

SUBJECT: ANDERSON PROPERTY —LAPINE AREA 4-3722

FROM: AL ZIMMERMAN

DATE: FEBRUARY 27 1967

AS YOU REQUESTED I LOOKED OVER THE ANDERSON PROPERTY IN THE LAPINE AREA.

THESE AREAS ARE SCATTERED AND YOU WERE RIGHT THE TERRAIN ETC. IS NOT MUCH DIFFERENT THAN WHAT WE OWN. LODGE POLE PINE A FEW LARGE PONDEROSA AND PUMICE.

THE AREA WHICH LIES ALONG FALL RIVER IS A NICE PIECE OF LAND AND WOULD BE ABOUT THE ONLY PIECE THAT IS A CHANGE. IT WOULD BE NICE TO HAVE THIS CONTROL OF FALL RIVER.

I HAVE CIRCLED THIS TRACT ON ATTACHED MAP.

Al Zimmerman
Al Zimmerman (SIGNATURE)

PLEASE REPLY HERE

Lloyd —
Information on Lapine (Anderson property)
from Zimmerman
LvK

Copies returned to Parks - (Koons) 3-3-67

RECEIVED
MAR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

Commissioners
J. Par Metke, Bend
Chairman
Wayne C. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

RECEIVED
FEB 23 1967

41722
6499

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

Mailing Address:
P. O. Box 3503
Portland, Oregon 97208

February 21, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We have received field investigational reports on two projects as follow:

1. Prospectus; E Street (Jacksonville) Section, City Street, Jackson County.

2. Plantitle; Lapine State Recreation area, The Dalles-California Highway, Deschutes County.

Neither of the above projects will have an adverse effect on wildlife resources, consequently they are approved.

We appreciate the opportunity to comment on this work.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

2-23-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
L. R. Chandler (2)
J. F. Putnam (2)
fp

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Morelock
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
FEB 23 1967
CONSTRUCTION
DIVISION

RECEIVED
FEB 15 1967
FOR FILING

SP°23687.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1967

To:

SUBJECT:

Lapine Recreation Area

MEMO TO FILES

At the request of Mr. Talbot, I contacted Armand Riveness of Legal with reference to condemnation proceedings on the Kellem property for an access road to the Lapine State Recreation Area. He wished to know if we were going to construct the fence along the right of way. I told him that we had agreed to do so in our previous attempt at negotiations, and felt that we should assume this responsibility under condemnation.

Other points brought up were the number of accesses to the highway we would grant. In a discussion with Governor Hatfield, McCosh had suggested two accesses to the road; one on each side of the Little Deschutes River to be located by an agreement between the Kellem's and the State, taking in consideration the safety of same. Also two 78" pipes for cattle passes are to be constructed; one on each side of the river.

L. V. Koons, Deputy
State Parks Superintendent

LVK:jrb

FORM E-122X SGM 4-63

RECEIVED
JAN 10 1967
E.D.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID H. SIMPSON, MEMBER
PORTLAND

1-3722

6999

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

SIGNED
LLOYD P. SHAW

January 20, 1967

Great Northern Railway Company
306 Kings Street Station
Seattle, Washington 98104

ATTENTION: Mr. L.G. Reichert
Assistant Chief Engineer

Re: Construction Agreement
Access Road to LaPine State
Recreation Area
Deschutes County
YOUR FILE: #E-26318

Gentlemen:

We are returning herewith, unsigned, the duplicate counterparts of the proposed construction agreement submitted with your letter of January 9, 1967 for the proposed grade crossing near your M.P. 24.

This agreement has been reviewed by the State's Legal, Construction, and Parks Divisions, and we request that the following changes be made prior to our execution of this document:

In Paragraph IV (A) Line 10: The words "dated October 15, 1966," should be inserted following "Memorandum No. 30-3". Line 10 will then read: "Memorandum No. 30-3, dated October 15, 1966, and amendments or supplements thereto, on a".

In Paragraph VII, it is our opinion the last word "law" should be striken, and the words "Public Utility Commissioner Order" substituted therefore. Paragraph VII will then read: "Upon completion of the project, the State and the Railway Company shall maintain said crossing as provided by Public Utility Commissioner Order."

Paragraph VIII is objectionable in its entirety because this is, in fact, an indemnification by the State of railroad property, and is prohibited by the Oregon Constitution. We must insist, therefore, that Paragraph VIII be deleted.

In Paragraph IX, Line 2: It appears to us that the word "replace" should have been "place". We suggest this change be made as well.

Although Paragraph VI of the proposed agreement provides for the State's contractor (should this work be let to contract) to provide the usual insurance, it is the State's proposal that this work be done by State forces. Therefore, so long as a contractor is not employed, it is our understanding that the State will not be required to provide railroad protective insurance. If it is decided to let this work to contract, our contractor will, of course, be required to provide the usual insurance in accordance with Paragraph VI.

If you will make the above changes in the agreement and return it to this office, we will then present it to the Highway Commission for execution.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: L.P. Shaw
David Talbot
J.L. Sollis
J.F. Putnam

RECEIVED
NOV. 25 1966
FOR FILING
G. [illegible] JACKSON, CHAIRMAN
[illegible] N. PRIDDY, MEMBER
S. MPSON, MEMBER
9-3722
6999

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
November 23, 1966

NOTED
R. L. PORTER

Mr. Lonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 621 - Hwy. G-Xing N. of Lapine
Great Northern Railway Co.
Deschutes County

Dear Sir:

Herewith I hand you original and 5 copies of Motion to Amend Application of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Great Northern Railway Company, one copy for service upon Deschutes County, one copy for service upon Mid-state Electric Cooperative, Inc. and 2 copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. D. Morgan
J. F. Putnam
T. W. Litchfield

RECEIVED
NOV 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
11-21-66

PUX 621

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a Highway Grade Crossing over the tracks and right of way of the Great Northern Railway Company, approximately seven (7) miles North of Lapine, Oregon, in Deschutes County, in the Northeast Quarter of the Southwest Quarter (NE¼SW¼) of Section 7, Township 21 South, Range 11 East, Willamette Meridian.	No. SXF-378 M O T I O N T O A M E N D A P P L I C A T I O N

Comes now your Applicant, State of Oregon, by and through its State Highway Commission, and moves to amend its application in the above-titled matter as follows:

I

In paragraph III, page 1, line 8, strike "dated August, 1966" and insert "revised October 28, 1966". The second sentence will then read: "The new highway grade crossing is shown on Oregon State Parks and Recreation Division drawing entitled 'Lapine State Recreation Area, Proposed Railroad Grade Crossing, Deschutes County, revised October 28, 1966, said drawing by reference hereto is made a part hereof.' "

II

In paragraph IX, page 3, strike the last sentence and substitute the following: "The proposed highway approaches the crossing from the West on an ascending grade of 1.312 per cent and ascends across the tracks to the East on a grade of 0.28 per cent."

III

In paragraph XII under "THINGS TO BE DONE BY APPLICANT":

In subparagraph (b), line 6, strike "August 15, 1955" and insert "October 15, 1966".

JLS:ja
11-21-66

Subparagraph (c) should be striken in its entirety and paragraph (d) should be re-lettered as paragraph (c).

IV

In paragraph XII, under "THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY THE APPLICANT", strike all of subparagraph (c) and substitute the following:

"Provide and install preservative treated ties and ballast on and along the portion of the track to be covered by the highway roadway, and furnish and install a gumwood plank crossing for a width, when measured along the centerline of the track, of 37 feet."

V

In paragraph XII, under "THINGS TO BE DONE BY RAILROAD COMPANY AT ITS OWN COST AND EXPENSE, in subparagraph (a), line 1, insert the words: "gumwood plank crossing" following the word "ballast,".

Dated at Salem, Oregon, this 21st day of November, 1966.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
11-21-66

STATE OF OREGON)
) ss
County of Marion)

I, R. L. PORTER, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing Motion to Amend Application is true as I verily believe.

R. L. PORTER

Subscribed and sworn to before me this 21st day of November, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Amend Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
NOV 10 1966

COMMISSIONERS
GLENNEL JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

9 3722
6969

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 7, 1966

Great Northern Railway Company
306 Kings Street Station
Seattle, Washington

ATTENTION: Mr. L.G. Reichert
Assistant Chief Engineer

Re: Preliminary Engineering
Access Road to Lapine State
Recreation Area
Deschutes County
YOUR FILE: 3238 (hf)

Gentlemen:

In reply to your letter of November 3, 1966, you are hereby authorized to proceed with the preliminary engineering on this project as of October 7, 1966.

All preliminary engineering performed subsequent to that date will be reimbursed in accordance with PPM 30-3 and all supplements thereto, dated October 15, 1966, one copy of which is attached.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: L.P. Shaw
David Talbot
J.F. Putnam

RECEIVED
NOV 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

9-3122
6999

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 28, 1966

Great Northern Railway Company
306 Kings Street Station
Seattle, Washington

Re: Access Road to Lapine State Recreation Area
Deschutes County
Your File: 3238 (hf)

ATTENTION: Mr. L. G. Reichert
Assistant Chief Engineer

Gentlemen:

This is in reply to your letter of October 21, 1966 in which you ask five questions concerning the construction of our proposed grade crossing of your tracks one-half mile south of your station at Stearns, Oregon. In answer to your questions, I have the following to offer:

1) While the physical conditions, traffic volumes and sight distances do not conform to the criteria set up in U.S. BPR PPM 21-10(4) for the installation of crossing gates, it is the opinion of the State that the safest possible protection should be afforded at all new grade crossings. This is in line with the National Traffic Safety Program, and it is felt that the installation of gates is the only safe thing to do when attracting numerous tourists foreign to the area across a main line railroad. This will also afford better protection to the railroad and, generally, a safer condition for both the railroad and the State. Inasmuch as this is an access to a recreation area and will be travelled by many automobiles pulling trailers, the anticipated speed of traffic will not be in excess of 55 miles per hour. We anticipate an average volume of vehicular traffic of 600 cars per day during the months of June, July and August.

2) The crossing width indicated in my letter of October 7 of 70 feet was in error. The correct width of the crossing should be 37 feet.

3) The State has no objection to the installation of a gumwood plank crossing at this location if this is your desire.

4) In our application to the Public Utility Commissioner, we have pointed out, in Paragraph III, that the construction of this proposed grade crossing will eliminate the two existing grade crossings at your M.P.s 22.9 and 16.6.

NOTED
LLOYD P. SHAW

5) The profile of the access road approaching the railroad from the west has been reduced to 1.312 per cent, which should be more desirable from both the railroad and highway standpoint.

The application to the Public Utility Commissioner for this crossing was submitted by our Legal Section on October 17, 1966. We are now in the process of incorporating the above changes in an amendment to that application which will include the drawing as revised October 28, 1966, four copies of which are hereto attached.

Very truly yours,

F.D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

attachments

cc: L.P. Shaw - w/copy of Great Northern's letter
D.G. Talbot "
J.F. Putnam "
F.W. Sugnet "

RECEIVED
OCT 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

GREAT NORTHERN RAILWAY COMPANY

Engineering Department — Lines West
Room 306 King Street Station
303 South Jackson Street
Seattle, Washington 98104

L. G. REICHERT,
Asst. Chief Engineer

October 21, 1966

File No. 3238 (hf)

Routing
Morgan
Decker
Bond
Barbee
Walker
Swan

RECEIVED
CONSTRUCTION

E
Morelock
Trout
Scott
Litchfield

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

ATTENTION: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Please refer to your letter of October 7, Right of Way File No. 40097, regarding State of Oregon's proposal to construct a new access road from The Dalles-California Highway to the Lapine State Recreation Area, ½ mile south of our station at Stearns, Oregon.

We have taken this proposal under advisement and before we are able to proceed with the preparation of a Construction and Maintenance Agreement certain matters should be clarified, namely:

1. It is not clear why the State is proposing installation of automatic crossing gates at the new crossing. The criteria indicates crossing gates are to be installed at crossings involving multiple tracks and/or train speeds over 79 miles per hour. A siding existed at one time at this location; however, this track was removed in 1965 and only a single track remains. Maximum speed on our track is 60 miles per hour. Please furnish your reasoning for the installation of gates as we feel flashing light signals of the PUC Standard No. 2 are satisfactory. Bells could be added to the flashing light signals if desired. It is also requested you furnish design speed of new roadway and anticipated vehicular count.

2. The typical roadway section shown on your print indicates a 2 lane roadway with a shoulder-to-shoulder width of 32 feet. Your letter, however, refers to a crossing width of 70 feet and it is necessary that this point be clarified. The proposed easement width

of 80 feet would hardly contain a 70 foot roadway even taking into consideration the intersection angle of the track and roadway.

3. Treated prefabricated gumwood crossings have been placed by the Railway Company for the State in Klamath Falls and it may be the State should consider this type of crossing under this proposal rather than a paved crossing as indicated.

4. As indicated in your letter, the construction of the new crossing will allow the closing of two existing crossings at Mile Posts 22.9 and 16.6. Please advise if these closures will be included in your application to the Public Utility Commissioner for the new crossing.

5. The profile of the access road indicates a 4.48% grade on the west approach to the crossing. We feel that the grade should be reduced or lightened if possible.

Please advise concerning the above items.

Yours truly,

GREAT NORTHERN RAILWAY COMPANY

L. G. Hendrickson
Assistant Chief Engineer

HWB/keh

cc: Mr. C. M. Rasmussen
Mr. K. E. Wyckoff
Mr. T. W. Mackenroth

310-1734 Sutherlin (Calapooya St.) 1967
(Grading and paving)
#7000

CAX 3266

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 94331

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-5-68	OC 1113		310-1731-999

RECEIVED
MAR - 5 1968
ENGINEER
COUNTY & CITY DIVISION

City of Sutherlin
PO Box 459
Sutherlin, Oregon 97479

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn: George Stubbert, City Manager			
Final Billing: Special City Allotment project on Calapooya Street, Contract No. 7000. Covered by agreement dated February 21, 1967.			
City's advance deposit			3,000.00
As per attached statement:			
Final cost		16,770.26	
Agreed State share		14,767.76	
Agreed City share			1,959.50
To be refunded			47.50

ACKNOWLEDGED
RICHARD UNREIN

APPROVED
MARWELL

SCA

OREGON STATE HIGHWAY DEPARTMENT Date March 4, 1968

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1967

Contract # 7000 Prefix 310-1734 Survey Prefix 310-1198

Street Calapooya

City Sutherlin

Payments to Contractor..(See attached voucher.)	$ 13,337.08
Engineering and Contingencies.....	3,383.18
Survey...Total: $1,053.81 Pro-rata Share.....	—
TOTAL.....	$ 16,720.26
Agreed State Share	14,767.76
*Agreed City Share	$ 1,952.50
City Advance Deposit	$ 2,000.00
REFUND DUE CITY	47.50

Reference: Outside Billing 68-1113

*Cost of concrete curbs, driveways, and walks.

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN
RU:mm

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A 20 REV 6-63 P.

COUNTY	CONTRACT NO.	ESTIMATE NO.
DOUGLAS	7000	4 . F
HIGHWAY: CITY STREET	FEDERAL AID PROJECT NO.	
SECTION: SUTHERLIN /CALAPOOYA STREET/		

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
C01	CLEARING AND GRUBBING		LUMP SUM	300.0000	1.00
C02	REMOVAL OF PAVEMENT		SQ YDS	.3000	1,148.00
C03	REMOVAL OF CURBS		LIN FT	.2500	567.00
C04	REMOVAL OF WALKS AND	DRIVEWAYS	SQ YDS	.3000	329.00
C05	REMOVAL OF INLETS		ONLY	20.0000	5.00
C06	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.2500	715.90
C07	FINISHING ROADBED AND	SLOPES	LUMP SUM	200.0000	1.00
C08	TRENCH EXCAVATION		CU YDS	3.5000	76.92
C09	WATERING		M GALS	4.0000	10.00
C10	3/4 IN-0 MATERIAL IN BASE		CU YDS	3.8000	144.00
C11	STONE BASE		CU YDS	3.4000	927.0
C12	3/4 IN-0 AGGREGATE IN	PRIME COAT	CU YDS	7.0000	14.00
C13	RC-250 ASPHALT IN	PRIME COAT	TONS	95.0000	2.7
C14	CLASS B ASPHALT CONCRETE		TONS	10.2500	332.4
C15	12-INCH CONC STORM	SEWER PIPE	LIN FT	3.2500	220.5
C16	CONCRETE INLETS TYPE G-1		ONLY	135.0000	6.0
C17	ADJUSTING MANHOLES		ONLY	50.0000	3.0
C18	CONCRETE CURBS		CU YDS	45.0000	28.9
C19	CONCRETE DRIVEWAYS		SQ YDS	4.7500	97.0
C20	CONCRETE WALKS		SQ YDS	4.5000	41.9
	PRICE AGREEMENT ITEMS				
30101	PENALTY NON SPEC ASPHALT		LUMP SUM	148.5600	1.0
6001J	LIQUIDATED DAMAGES		DAY	30.0000	

DATE: 11/3/67	7000
PREVIOUS VOUCHER NO.: 10417	
CHECKED BY: CP/md	
ENGINEER OR AUDITOR: J. R. Hegedorn	

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

Final

CONTRACT NO.	ESTIMATE NO.
7000	4 F

FEDERAL AID PROJECT NO.

PREFIX NO'S.

310-1734-201 (41) 148.56 Cr.
310-1734-203 (640) 60.00 Dr.
310-1734-204 (41) 677.48 Dr.

APOOYA STREET/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	300.0000	1.000	300.00	300.00	
SQ YDS	.3000	1,148.000	344.40	344.40	
LIN FT	.2500	567.000	141.75	141.75	
SQ YDS	.3000	329.000	98.70	98.70	
ONLY	20.0000	5.000	100.00	100.00	
CU YDS	1.2500	715.900	894.88	894.88	
LUMP SUM	200.0000	1.000	200.00	200.00	
CU YDS	3.5000	76.920	269.22	269.22	
M GALS	4.0000	10.000	40.00	40.00	
CU YDS	3.8000	144.000	547.20	547.20	
CU YDS	3.4000	927.000	3,151.80	3,151.80	
CU YDS	7.0000	14.000	98.00	98.00	
TONS	95.0000	2.770	263.15	263.15	
TONS	10.2500	332.430	3,407.41	3,407.41	
LIN FT	3.2500	220.500	716.63	716.63	
ONLY	135.0000	6.000	810.00	810.00	
ONLY	50.0000	3.000	150.00	150.00	
CU YDS	45.0000	28.960	1,303.20	1,303.20	
SQ YDS	4.7500	97.000	460.75	460.75	
SQ YDS	4.5000	41.900	188.55	188.55	
LUMP SUM	148.5600	1.000-	148.56-		148.56-
DAY	30.0000			60.00-	60.00
TOTAL CONTRACT ITEMS			13,337.08	13,425.64	88.56-
% RETAINED ON CONTRACT ITEMS				677.48	677.48
FORCE ACCOUNT					
TOTAL PAYMENTS			13,337.08	12,748.16	588.92

NOTED
RICHARD UNREIN

RECEIVED
FEB 5 - 1968
FOR FILING
310-1734
1070

February 2, 1968

Fidelity and Deposit Company
of Maryland
Portland Branch Office
900 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7000 awarded to Roseburg Paving, Inc., for grading and paving Calapooya Street in the city of Sutherlin in Douglas County was completed on August 22, 1967, and accepted by the Highway Commission on February 1, 1968.

Final payment in the amount of $588.92 will be released to the contractor after February 9, 1968. The total contract amount is $13,337.08 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Fidelity and Deposit Co. of Maryland
Baltimore 3,
Maryland
C. H. Maison
Attn: John Herr
L. H. Young

RECEIVED
FEB 1 - 1968
FOR FILING

310-1734
7000

February 1, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed August 22, 1967, on Contract No. 7000. The contract was with Roseburg Paving, Inc., and was for grading and paving on Calapooya Street in the city of ~~Roseburg~~ Sutherlin in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 1, 1968, and that you concur in this procedure at the Commission meeting on March 5.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R.L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
Carroll Keasey

srb jes

RECEIVED
DEC 5 - 1967
FOR FILING

310-1734
7000

November 1, 1967

Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission at its meeting on October 31 considered your request for an extension of time on Contract No. 7000 for work on Calapooya Street in Sutherlin in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for a two-day extension of time.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc, L. R. Chandler
John Hagedorn
L. R. Young
F. D. Morgan
C. H. Maison

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 13, 1967

Salem, Oregon

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Sutherlin (Calapooya Street)
Contract 7000
Request for Time Extension

Herewith request from Roseburg Paving Company for two calendar days extension of time on this project. Reason for the request is a delay in relocating power poles. This was a City street allotment project only two blocks in length and the City of Sutherlin was responsible for adjusting the utilities, including moving some power poles which were at the new curbline.

The work day count on this project started June 12 and by July 12 the contractor had reached a point that the power poles were obstructing further progress. The poles were moved on July 18 so there was an obvious six calendar day delay for this reason.

The project was completed August 22 with two days liquidated damages deducted amounting to $60. We recommend that two days extension of time be granted which will delete all penalty. This is a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Staff Assistant

JAB:ss
Enclosure

cc: L. H. Young

RECEIVED
SEP 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7000 Contractor Roseburg Paving Co.

Highway City Street (Sutherlin)

Section Sutherlin (Calapooya St.)

Kind of Work Grading and paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED**. The reasons for such recommendation are as follows: Recommend 2 calendar days be allowed as extension for delay in relocation of the power poles.

Recommended for Approval:

Carl W. Williams
Division Engineer

for
Construction Engineer or
~~Bridge~~ Engineer

~~Assistant~~ State Highway Engineer

Contract No.	7000
Project designation	State (State-Federal)
Date awarded	May 31, 1967
Work started	June 27, 1967
Per cent completed	100 - 9/1/67 (Date)
No. of Workdays Allowed	70 calendar
No. of Workdays Used	72 calendar
No. of Added Workdays Requested	2

BP*6256-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 8-29, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 70 days to 72 days, within which to complete our Contract No. 7000, without the assessment of liquidated damages. The said contract is described as follows: Sutherlin, Calapooya St Grading & paving

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 7-12 to 7-19 Power poles in way preventing construction work

Respectfully submitted,

Roseburg Paving Inc
Contractor

By John Lumby Pres

Bond # 7970 238

CONSENT OF SURETY

Date AUG 30, 1967

We, FIDELITY & DEPOSIT COMPANY of Maryland

1225 Failing Building, Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Wayne A Riggs
Attorney-in-fact

(SEAL)

H O Bell
Resident Agent

RECEIVED
SEP 20 1967
FOREST...
310-1734
1000

September 19, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 4
October 31, 1967 Meeting

Gentlemen:

Roseburg Paving Company, contractor on the Sutherlin (Calapooya Street) project, Contract No. 7000, Douglas County, has requested a two-day extension of time. The contractor's reason for his request is a one-week delay to his work awaiting the relocation of certain power poles.

The contractor's curb construction and grading work was delayed by the presence of the poles for several days in July. The poles were relocated on July 18, and the contractor subsequently completed the project on August 22 at which time two days' liquidated damages had been assessed amounting to $60. I recommend that the extension for two calendar days be granted. This will delete all penalty. This is a State project.

This matter will be on the agenda for your consideration at the October 31 meeting.

Very truly yours,

Encl.

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
L. H. Young
F. D. Morgan
L. R. Chandler

JAB:ss kf

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7000 Contractor Roseburg Paving Co.

Highway City Street (Sutherlin)

Section Sutherlin (Calapooya St.)

Kind of Work Grading and paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows: **Recommend 2 calendar days be allowed as extension for delay in relocation of the power poles.**

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge~~ Engineer

~~Assistant~~ State Highway Engineer

Contract No.	7000
Project designation	State (State-Federal)
Date awarded	May 31, 1967
Work started	June 27, 1967
Per cent completed	100 - 9/1/67 (Date)
No. of Workdays Allowed	70 calendar
No. of Workdays Used	72 calendar
No. of Added Workdays Requested	2

SP 6206-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date ....., 19....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. ....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

.....
Contractor

By .....

CONSENT OF SURETY

Bond # 7970 237

Date AUG. 30, 1967

We, FIDELITY & DEPOSIT COMPANY of Maryland

1205 Failing Building, Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Eugene A. Dee
Attorney-in-fact

(SEAL)

Resident Agent

310-1734

FORM E-1 REV 10-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Sutherlin (Calapooya St.)		WEEK ENDING: Sept. 15, 1967
		SECTION PREFIX: 310-1734
HIGHWAY: City Street		COUNTY: Douglas
NAME OF JOB: Sutherlin (Calapooya Street)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Roseburg, Paving, Inc.	CONTRACT NUMBER: 7000	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 31, 1967	DATE WORK STARTED: June 27, 1967	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 70	CALENDAR DAYS USED 72
PROJECT AUTHORIZATION: $ 15,243.18	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 14,159.22	ENGINEERING AUTHORIZATION $ 1,083.96	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 13,485.64	ENGINEERING COST TO DATE $ 3,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVERRUN~~ 8.15 %	PERCENT OF AUTHORIZATION 277.0%	DATE PROJECT WAS COMPLETED: August 22, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.06	0.06			0.06
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.06	0.06			0.06
TOTAL ESTIMATED QUANTITIES (CONTRACT)	856 cy	1,084 cy			300 ton
TOTAL QUANTITIES CORRECTED TO DATE	716 cy	1,071 cy			332 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	716 cy	1,071 cy			332 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		—		
MONDAY 11	Fair	N.A.		
TUESDAY 12	Fair			
WEDNESDAY 13	Fair			
THURSDAY 14	Fair			
FRIDAY 15	Fair			
SATURDAY				

VB

RECEIVED

CARSTENSEN

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed August 22, 1967. The Semi-Final Est. was submitted Sept. 12, 1967.

SIGNED R. T. Reece for J. R. Hayadorn LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 14 1967
FOR FILING

310-1734

7000

SP*23011-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1967

SUBJECT:

To: Mr. L. R. Chandler
Division Engineer
P.O. Box 1123
Roseburg, Oregon 97470

It is noted that engineering charges on the projects listed below are overrunning considerably:

Job	Engineer	% Job Complete	% Engr. Expended
Rhinehart Creek Bridge	Thornton	100	303
Ophir Safety Rest Area	Holland	16	68
Thomas Creek Bridge	Thornton	86	155
North Hill-Deer Creek	Hagedorn	10	53
Sutherlin	Hagedorn	100	263
Gardiner Hill	Hackleman	60	107

Please take immediate steps to see that future charges on these jobs are held to an absolute minimum and advise this office of the action taken.

F. D. Morgan
Construction Engineer

cc: F. B. Klaboe

RECEIVED
SEP 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 22 1967

GLEN L. JACKSON, CHAIRMAN
Medford
KENNETH H. [illegible], MEMBER
Vale
DAVID G. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

310-1734

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
State Highway Engineer
R. L. PORTER
Deputy State Hwy. Engr.
G. E. RONDE
Chief Counsel

June 19, 1967

Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7000 for grading and paving on Calapooya Street in the City of Sutherlin in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

cc Fidelity & Deposit Co.
Failing Building
Portland, Oregon

Fidelity & Deposit Co. of Maryland
Baltimore 3,
Maryland

RECEIVED
JUL 27 1967
FOR FILING
310-1734
7000

May 31, 1967

Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on May 17, 1967, accepted your proposal for grading and paving on Calapooya Street in Sutherlin in Douglas County for the sum of $13,549.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Sutherlin is received and the sum of $2,000.00 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7000. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 12, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. N. Head, Assistant Secretary

wln
Enclosures
bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. R. Chandler
John R. Hagedorn
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

City of
SUTHERLIN
Douglas County, Oregon

Post Office Box 459
Phone 2856

May 29, 1967

RECEIVED
MAY 31 1967
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. H. S. Cox

Gentlemen:

Enclosed please find check from City of Sutherlin in the amount of $2000.00, the estimated share of the cost on Calapooya Street.

Very truly yours,

Dorothy L. Fox

Dorothy L. Fox, Recorder

enc. 1
df

NOTED
RICHARD UNREIN

Fred W. Hill, Member
Helix

NOTED
H. S. COX

May 11, 1967

Mr. George Stubbert
City Manager
P.O. Box 459
Sutherlin, Oregon 97479

Dear Mr. Stubbert:

On May 11, 1967, the State Highway Commission opened bids on the 1967 Special City Allotment project on Calapooya Street in Sutherlin. The apparent low bid was submitted by Roseburg Paving Inc. of Roseburg and the anticipated cost based on the bid is as follows:

Contractor's bid*	$13,549.50
Engineering & Contingencies (12½%)	1,693.69
TOTAL ANTICIPATED COST.....	$15,243.19

* includes $2,002.50 for concrete curbs, driveways, and walks.

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check or warrant to this office in the amount of $2,000.00 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RUmr

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

Salem Oregon

PUBLIC INFORMATION OFFICE PHONE 364-2171 Ext. 1501

67-60-S

NEWS RELEASE

NOTED H. S. COOPER

FOR IMMEDIATE RELEASE April 19, 1967

The Oregon State Highway Commission will meet in Salem to receive bids on 28 projects on Thursday, May 11, instead of May 4, as originally scheduled.

Forrest Cooper, state highway engineer, said the meeting would start at 9 a.m. in the State Highway Building.

########

April 25, 1967

This applies to your 1967 Special City Allotment project. You will be notified of the low bid on your project within a few days after May 11, 1967.

NOTED RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

Copies sent To: VALE
Sutherlin
Medford
Lafayette
Haines
Canyonville

RECEIVED APR 2 - 1967 ENGINEER COUNTY & CITY DIVISION

NOTED HAROLD REYNOLDSON

NOTED P. B. Arensmeier

NOTED R. H. PRANGE

NOTED MAINOR C. HOLMES

NOTED DON HARWELL

SCA

Sutherlin (Calapooya St.)
Douglas County

JOVE 3-24-67

NOTED
RICHARD UNREIN

	Clearing and Grubbing	All Specified		250.00
	Removal of Pavement	1190 sq. yd.	1.00	1190.00
	Removal of Curbs	620 l.n. ft	0.85	527.-
NO H.S.C.	Removal of Walks & Driveways	360 sq. yd	0.75	270 -
	Removal of Inlets	5 only	30.00	150
	General Excavation, Unclassified	850 cu. yd	2.00	1700 -
	Finishing Roadbed & Slopes	All Specified		125.00
	Trench Excavation	90 cu yd	4.50	405 -
	Watering	30 M. Gal	4.00	120 -
	3/4"-0 Material in Base	140 cu. yd.	4.50	630 -
	Stone Base	930 cu yd	4.00	3720 -
	3/4"-0 Aggregate in Prime Coat	14 cu. yd	7.00	98 -
	RC-250 Asphalt in Prime Coat	2 ton	80.00	160 -
	Class B Asphalt Concrete	300 ton	12.00	3600 -
	12-inch Conc. Storm Sewer Pipe	250 l.n. ft	4.00	1000 -
	Concrete Inlets, Type G-1	6 only	150.00	900
	Adjusting Manholes	3 only	100.00	300 -
	Concrete Curbs	33 cu. yd	70.00	2310 -
	Concrete Driveways	90 sq yd	6.00	540 -
	Concrete Walks	20. ~~110~~ sq. yd	5.00	100.00 ~~550~~ -
				18,095.00 ~~18445~~
	Engr. & Cont. 12%			~~2,261.88~~ ~~2368.13~~
				$ 20,356.88 ~~21 313.13~~

RECEIVED
MAR 28 1967
ENGINEER
COUNTY & CITY DIVISION

C.Y. Items - Curbs 2310
Drives 540
Walks 100
2,950

3-28-67
Called Stubblefield
[illegible]

FINAL

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

City of
SUTHERLIN
Douglas County, Oregon

Post Office Box 459
Phone 459-2856

March 27, 1967

Mr. Richard Unrein,
Field Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Unrein:

I am sorry that I am late in getting information on Calapooia Street to you. I have prepared a sketch that I think will be beneficial to you in understanding the present street conditions and what the city wishes to have included in the improvement of Calapooia Street.

Repair only concrete sidewalks that are damaged during construction and match up remaining sidewalks with newly constructed curb and gutters. In this instance, is the removing of the sidewalk along the Dales Market, east side of Calapooia, from Central to alley will not be required to be replaced, however the existing AC parking lot will be matched up with the side of the newly constructed curb and gutter in this area.

In each instance where a existing hard surface area exists, we request that these surfaces be matched and finished off with the newly constructed curb and gutter, whether it be AC or Portland cement.

Remember to include in this project, raising the street elevation in front of the Dales Market, the Golden Rule and the Grand Theatre to allow car doors to be opened without hitting the existing curb and sidewalk. This has been a handicap to customers parking in this area, as well as being a traffic hazard, because all occupants of a vehicle must get out of the vehicle from the drivers side, into the traffic lane.

Maint. Forces State ? Hwy.

Respectfully,

George C. Stubbert
City Manager

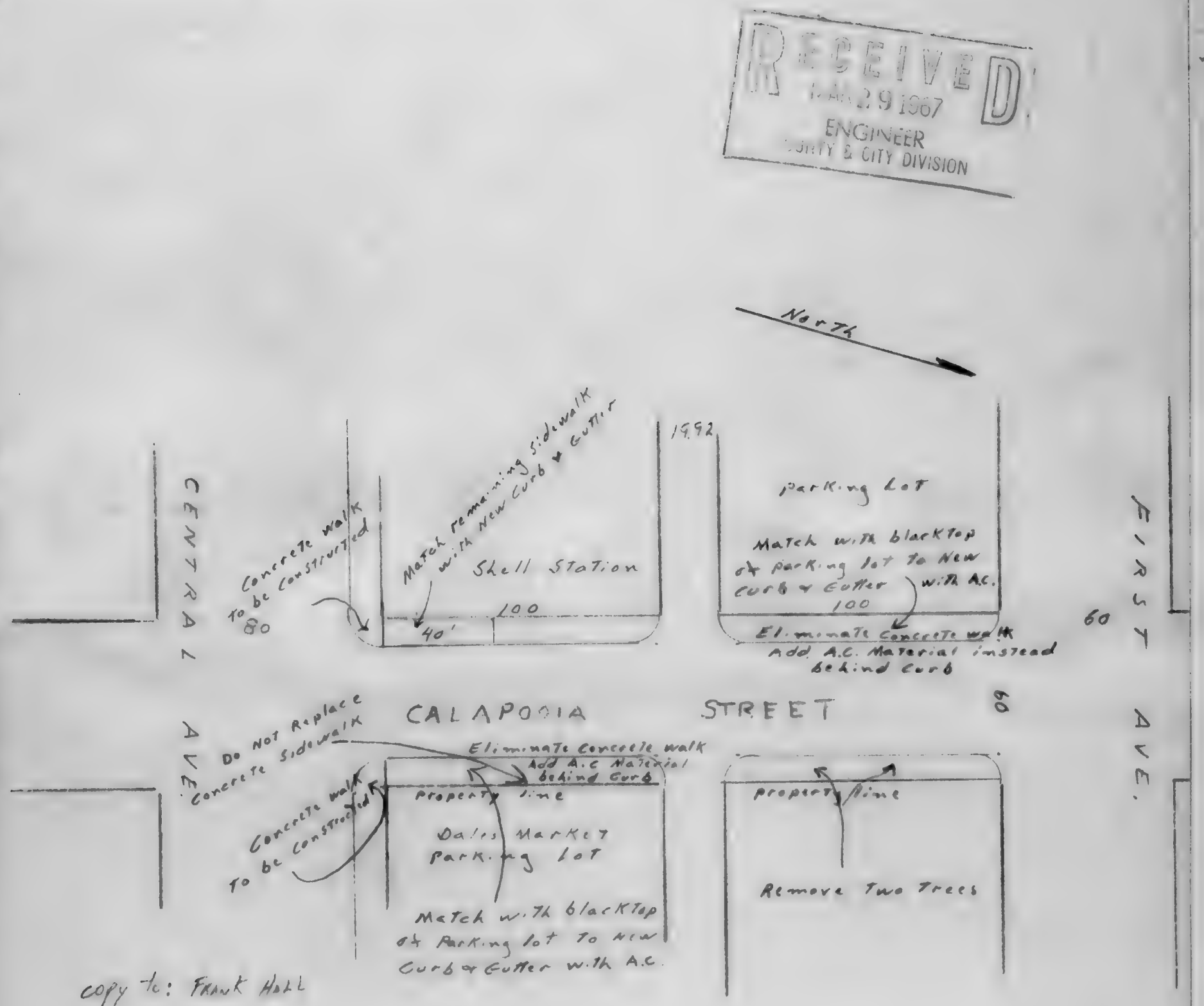
enc:1
GCS:bld

RECEIVED
MAR 29 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
MAR 29 1967
ENGINEER
COUNTY & CITY DIVISION



copy to: Frank Hall

RECEIVED
FEB 28 1967

310-1734
1000

February 24, 1967

City of Sutherlin
City Hall
Sutherlin, Oregon 97479

MISC. CONTRACTS and
AGREEMENTS No. 3266

Gentlemen:

Enclosed for your files is a fully executed copy of a special street fund agreement with the City of Sutherlin in Douglas County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

Salem, Oregon
February 24, 1967

1967 Special City Allotment Project
Calapooya Street
City of Sutherlin

Mr. J. E. Merelock

O F F I C E

The survey data on the above named section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RU:nr
Att.

NOTED
MAINOR C. HOLMES

NOTED

REPORT OF SURVEY
Calapooya Street
Sutherlin Douglas County
February 1967

This survey was made to prepare plans for an eventual contract project to reconstruct Calapooya St. form Central Ave. through the intersection of N.E. 1st Ave.

All earthwork and concrete pavement, sidewalk, driveway and curb removal is excess material. The City manager requests that the concrete be stockpiled at a place to be designated by the City. The common earthwork should become the property of the contractor.

Care will have to be exercised during the work due to the proximity of the various underground utilities. The 2" gas line and 6" water lines are approximately 6" below planned subgrade. The storm and sanitary sewers are 1' - 2' below planned subgrade.

The general design is, for the most part, as the City requested. However, there are two areas that will not be in accordance with City's original desires. (1) The street intersections will have 15' radius curb returns as requested but the alley curb returns will be 10' radius. This is necessary to preclude purchasing additional R/W. (2) Small areas of sidewalks at the new curb returns at Calapooya and Central Ave. must be constructed to complete the project. This is contrary to the stated desires of the City.

The City Manager, George Stubbert, was informed of these minor changes and he concurs in them.

Because of the suspected lack of suitable material encountered in the grading, the estimate for the project calls for sand backfill for all pipe installations under item headed "Special backfill in drains".

The drainage and grades for this section will fit into future street work in the area.

Commercial sources within reasonable distances are available for all materials to be incorporated in the work.

J. R. Hagedorn
Resident Eng'r.

Form E-49—30M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Calapooya St. (Sutherlin) — Prefix 310-1498

City Street — Douglas County

ESTIMATE OF COST

	ITEM		UNIT	NET	ALLOW.	TOTAL	UNIT PRICE	AMOUNT
Clea ring & grubbing			lump sum	All	-	All		$ 250.00
Rem. of walks & driveways			sq. yd.	329	31	360	$ 0.75	270.00
Rem. of curbs			lin. ft.	567	53	620	0.85	527.00
Rem. of pavement			sq. yd.	1,081	109	1,190	1.00	1.190.00
Rem. of ca tch inlets			each	5	-	5	30.00	150.00
Trench excavation			cy.	71	9	80	4.00	320.00
General excavation			cy.	770	80	850	2.00	1,700.00
Finish. roadbed & slopes			lump sum	All	-	All		125.00
Watering			M-gal.	45	5	50	4.00	200.00
Extra for pipe under pavement			lin. ft.	72	8	80	5.00	400.00
12 inch concrete pipe			lin. ft.	213	22	235	3.75	881.25
Special backfill in drains			cy.	92	8	100	7.00	700.00
Type C-1 catch inlets			each	6	-	6	110.00	660.00
Type A curbs	C.4/		cy.	30	3	33	60.00	1.980.00
Type A driveways	C.4/		sq. yd.	74	6	80	4.50	360.00
Concrete walks	C 1/		sq. yd.	17	3	20	4.50	90.00
Crse. crushed mt'l in base			cy.	921	89	1,010	3.50	3,535.00
3/4"-0 material in base			cy.	125	15	140	3.75	525.00
Preparation of base			lump sum	All	-	All		100.00
3/4"-0 aggregate in prime coat			cy.	12	3	15	6.00	90.00
RC-250 asphalt in prime coat			ton	2	1	3	80.00	240.00
RS-1 asphalt in tack coat			ton	1	0	1	80.00	80.00
Asphaltic concrete			ton	272	28	300	[illegible].00	3,600.00
								$17,973.25
E.A.20				Engineering and contingencies 20%				3,594.65
							Total	$21,567.90

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JAN 26 1967
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310-1734

7044

Prefix No. 310-1498

LOCATION PROSPECTUS
CALAPOOYA STREET (SUTHERLIN) SECTION
CITY STREET - DOUGLAS COUNTY

HIGHWAY: Calapooya Street from N. E. First Avenue to Central Avenue in the city of Sutherlin. Not on Federal-aid or State system.

TERMINI: The northerly terminus is at the intersection of Calapooya Street and the south line of N. E. First Avenue. The southerly terminus is at the intersection of Calapooya Street and the north line of Central Avenue.

LENGTH: 0.07 mile.

PROGRAM: 1967 Special City Allotment fund.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, paving and construction of curbs. Reconnaissance is not necessary. There are no special drainage problems. The survey will be tied to local features. Existing alignment will be used. Soils investigation to firm up tentative base design should be made.

TYPICAL SECTION: 42-foot face of curb to face of curb. Type "A" concrete curbs and gutters.

BASE DESIGN: Tentative base design:

Paving	3" A.C.
Top Course Base	2" Level course
Bottom Course Base	14" Coarse Base
Total Depth	19"

MATERIAL: Construction material available from various commercial sources.

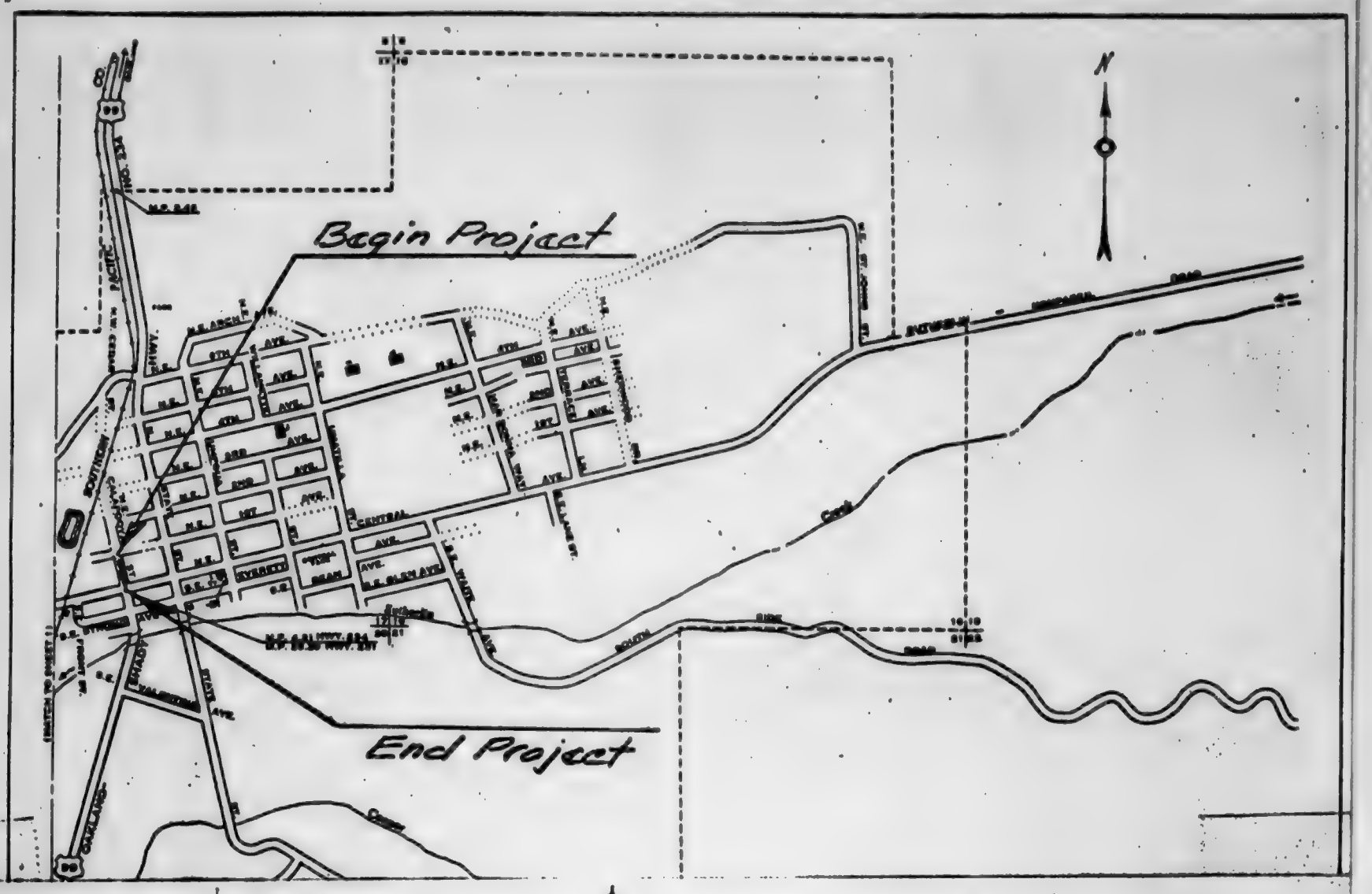
ADDITIONAL FACILITIES: There are no railroad or major stream crossings.

R. L. PORTER NOTED

AGREEMENTS: Routine negotiations for a Special City Allotment project.

January 23, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER



Typical Section

Prospectus Map
Calapooya Street Section
City of Sutherlin
Douglas County
Scale: 1600'=1" Jan. 1967

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

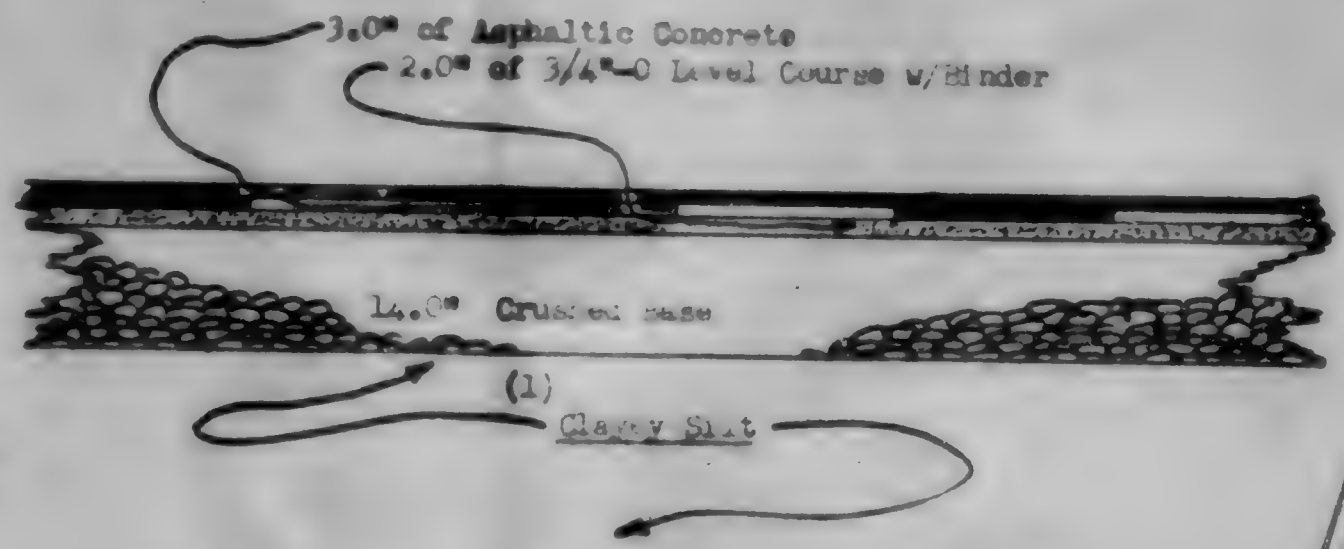
Section N. E. CALAPOOYA STREET Highway CITY OF ALBANY County LINN Prefix 312-1

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 1-27-67

Truck A.D.T. 24 Traffic Coefficient 6.8 18 kip s.a. per day 16.9.

Annual Precipitation 32" (Roseburg) Frost Penetration - - - - - - - - -.

(1)
Typical Soil
31 LL
8 PI
96 % 10
70 %200
4 %Gravel
% Sand
19 % Sand
% Silt
28 %Clay
8 "R" Value



	CBE Total Req.	Credit	Actual Thick.	
		6.0	3.0	A.
		2.0	2.0	Level
		14.0	14.0	Cr.
	22.0	22.0	21.0	

AASHO CLASSIFICATION:
A-4(7)

MATERIAL SOURCES:
To be determined by the Engineer.

Values assigned various components of the roadway structure are shown below:

1.0"	Asphaltic Concrete	= 2.0"	Crushed Base
1.0"	Oil Mat	= 1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specs.) (plus Supplementals.)	= 0.8"	Crushed Base

RECEIVED
JAN 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. T. KUHOF

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County - City (2)

Submitted by E. J. Long Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Construction Engineer

Approved by [signature] Asst. State Highway Engineer

SECTION: CALAHOOYA STREET

HIGHWAY: CITY OF SUTHERLIN

COUNTY: DOUGLAS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT (1965) 500 (Total)

B. Future ADT (1985) 850 (Total)

C. Mean ADT 675 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 7 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ .035 x (C) 675 = 24

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 24 x (H) 100 % = 24

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 5.8

SECTION: N. E. CALAPOOYA STREET

HIGHWAY: CITY OF SUTHERLIN

COUNTY: DOUGLAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present CSHD surfacing thickness standards.
5. Cost Comparisons: None made - see remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Mostly A.C., some P.C.C. (minor)
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City requested A.C.
13. Traffic Safety: Not applicable
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section (0.08± mi.). See Item 12.

Form E-10—3M—3-58

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

NOTED
RICHARD UNREIN

Section Calapooya Street (~~Sutherlin~~)

Date Jan. 4, 19 67

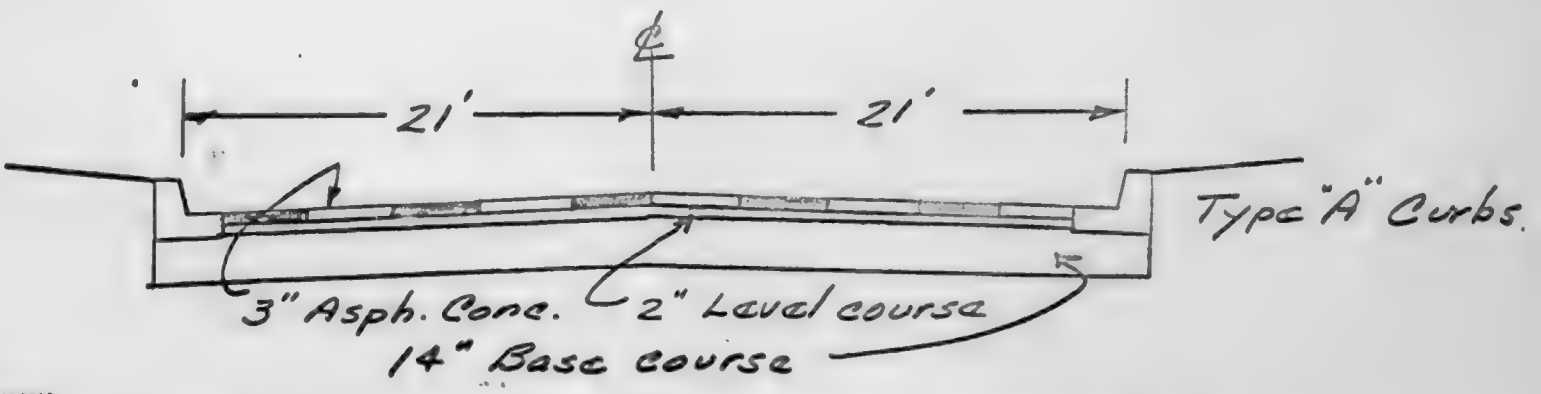
Highway City of Sutherlin STREET

Authorization No. 1

County Douglas DIV

Survey Prefix 310-1498
(Assigned by Salem office)

Description of termini, route, length, etc.: Calapooya Street from south line of N.E. First Ave. to north line of Central Ave. in the city of Sutherlin, 0.07 mile.



Purpose of survey: Prepare plans and estimate of cost for reconstruction of city of Sutherlin Street.

67 CITY FUNDS

Estimate of cost:

Field Survey	(90Ø)	0.07 mile for	$500.00
Plans	(905)		500.00
Soils	(910)		~~500.00~~ 200
			1200

INSTRUCTIONS

Sumbit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ ~~1,500.00~~

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Request made by:

Field Engineer

Recommended for Approval:

Ass't Construction Engineer

Recommended for Approval:

Division Engineer

Approved:

Ass't State Highway Engineer

State Printing 83038

December 20, 1966

Mrs. Dorothy L. Fox
City Recorder
City Hall
Sutherlin, Oregon

Dear Mrs. Fox:

On December 19 the State Highway Commission approved the City's request for a Special City Allotment project on Calapooia Street to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map showing colored in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
RICHARD UNREIN

By

E. S. Cox
County and City Engineer

[redacted]
Attn.

bc: L. R. Chandler

City of SUTHERLIN

Douglas County, Oregon

Post Office Box 459
Phone 459-2856

RECEIVED
NOV 23 1966
ENGINEER
COUNTY & CITY DIVISION

November 22, 1966

NOTED
RICHARD UNREIN

State of Oregon
State Highway Department
Salem, Oregon
97310

Atten: Richard Unrein,
Field Engineer

Dear Mr. Unrein:

Our City Council met in Special Session on November 22, 1966 to valuate the project on Calapooia and 1st Ave. and to work out a solution for the payment of the City's share of the $45,000 estimate, as the cost of the project.

Our City, like any other city has financial problems meeting its obligations and because Sutherlin steets, are in the condition that they require considerable inprovement and because the City valuation is not sufficient to permit the City to have a large sum for street improvement, because of its burden upon the Tax-payer, the City Council recomends to the State Highway Commission that the project, requested by the City for State financial assistance, be reduced to only include Calapooia Street.

The Council has agreed, and by motion at the Special Meeting, to obligate the City for its share of any of the costs over and above the $25,000 furnished by the State, for the improvement of Calapooia St., from Central to 1st Ave.

At the time the City requested for the two blocks to be constructed, we may have been somewhat like a small child setting down to a big meal and we find our eyes bigger than our stomach. As this project has turned out, we have found the City unable to obligate the general public for the $20,000 needed for the two blocks of improvement. The two block improvement is greatly needed, but we also must not put all of our eggs in one basket, as we have 16 miles of other streets, in our City, that would have to be neglected.

If at all possible, the City would be very greatful if the Highway Commission approve the construction of Calapooia Street, only.

Thank you for considering our City as one to receive our share of the Special City Allotment Act (ORS 366.805).

Respectfully

George C. Stubbert,
City Manager

GCS:bld

Copy

NOTED
RICHARD UNREIN

SPECIAL MEETING OF THE COMMON COUNCIL OF THE
CITY OF SUTHERLIN HELD NOVEMBER 21, 1966

Present were Councilmen Wong, Swift, Hubbell, Mayor Seehawer, Councilmen Laswell, Dr. Rapp and Owens. Also present were City Manager Stubert, Public Works Supt. Terrel and Clerk Drawyer.

AUDIENCE

Present in the audience were the two new in-coming Councilmen Mr. Donald Ralls and Mr. Dwayne Linton.

Mayor Seehawer opened the meeting at 7:00 P.M.

IMPROVEMENT OF CALAPOOIA & 1ST AVE.

The City Manager explained the improvement project on Calapooia and 1st Ave. to the City Council. This project cost to be shared by both City and State funds.

The estimated cost by State Highway Engineer was $45,000. The State will pay up to $25,000, under the Special City Allotment Act (ORS 366.805), leaving a balance of $20,000 to be financed by the City.

After consideration and discussion of the financial condition of the City and the Councils obligation to the "general public", assuring funds for use on 16 miles of City streets, it was decided that the $20,000 would drain the City coffer and would not permit enough City funds for any other purpose, that might arrise in the fiscal year. The Council decided, however, by cutting the project in half and eliminating 1st Ave., the cost above the $25,000 needed for the cost of the construction of Calapooia St., could be met by the City.

Councilman Swift made a motion for the City Manager to write and ask for the State share to be used on the construction of Calapooia St., only. The motion was seconded by Councilman Dr. Rapp. Motion carried.

ADJOURNMENT

Being there was no further business to come before the Common Council of the City of Sutherlin, it was moved to adjourn. The meeting adjourned at 7:25 P.M.

Submitted by: Betty Lou Drawyer
City Clerk

Sutherlin

NOTE: (1) Please include proper titles for women officials---
i.e., Miss or Mrs.
(2) Write "To be appointed" if an officer not presently
elected will be chosen later. Give date if possible.
(3) Return this form to:

H. S. Cox, Engineer
County and City Division
Oregon State Highway Department
Salem, Oregon

11-18-66

City Sutherlin

City Hall Address P O Box 459 -- Sutherlin

City Hall Zip Code 97479

City Hall Phone No. 459-2856

	NAME	Telephone No. *	Ext.
City Manager	George Stubbert	459-3122	
Mayor	Lyle Seehawer	459-3286	
City Recorder	Mrs. Dorothy L. Fox	459-4305	
City Attorney	Donald Kelley	673-6641	
City Engineer	George Stubbert	459-3122	
Councilmen	William Laswell	459-3486	
	Charles Swift	459-2764	
	Dr. Loyd Rapp	459-2583	
	Byron Wong	459-3974	
	Dwayne Linton	459-3494	
	Donald Ralls	459-2126	

* Please give prefix, if any, in full.

RECEIVED
NOV 18 1966
ENGINEER
COUNTY & CITY DIVISION

5 CA

City of SUTHERLIN

Douglas County, Oregon

NOTED
H. S. COX

Post Office Box 459
Phone 459-2856

November 17, 1966

RECEIVED
NOV 21 1966
ENGINEER
COUNTY & CITY DIVISION

State of Oregon
State Highway Department
Salem, Oregon
97310

Atten: Richard Unrein,
Field Engineer

Dear Mr. Unrein:

As explained in your letter, dated November 16, 1966, the cost sharing of city planned improvement on Calapooia Street and 1st Ave., between the State Highway and the City of Sutherlin, that the city's share would be estimated at $20,000.00.

I would assume that the City of Sutherlin would enter into an agreement between the State and the City, as they did in a previous project three years ago.

Our next Council Meeting is December 12, 1966, therefore making it impossible for me to indicate the Councils wishes in making the above amount available.

The project as you know is greatly needed and is one that we have applied for several times. I believe it would be advantageous to the City of Sutherlin to make every possible arrangement , through the next years budget, in making funds available for the city's share.

Respectfully

George C. Stubbert
City Manager

GCS:bld

RECEIVED
NOV 21 1966
ENGINEER
COUNTY & CITY DIVISION

Dick called for Stubbert - City will hold special meeting for City money for allocation ?

NOTED
DON HARWELL

NOTED
H. S. COX

November 16, 1966

Mr. George Stubbert
City Manager
City Hall
Sutherlin, Oregon

Dear Mr. Stubbert:

It is planned to submit your proposed project on Calapooya Street and First Avenue to the Highway Commission for consideration of construction under the Special City Allotment Act (ORS 366.805).

The preliminary estimate for providing a 42' curbed street section on this section is $45,000. In those instances where a City is to participate in the total construction cost of a project, the Highway Commission will only give consideration to those cities which submit a letter stating that the City is willing and able to pay all costs in excess of $25,000.

Receipt of a letter, prior to November 25, 1966, stating Sutherlin's ability to pay its estimated share ($20,000) of the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
RICHARD UNREIN

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RUimw

NOTED
DON HARWELL

S.C.A. INVESTIGATION DATA

City of _____ Date _____, 19 66 Division _____
Street (s) _____ No. previous projects 2
_____ Last project _____ (year)
_____ Total SCA Funds to date $ _____

EXISTING

Surface now in place: A.C. ___ Oil — Gravel ___ Concrete X
Surface width: _____ feet, Shoulder-shoulder width: — feet
C-C width: _____ feet, Right-of-way width: _____ feet

Remarks: _____

PROPOSED

Surfacing: A.C. _____ Oil — Gravel — Concrete —
Pave width: 39 feet Shoulder width: — feet C-C width: 12 feet
Thickness of: A.C. ___ inches, Leveling 2 inches, Base 14 inches
Length: _____ feet, _____ mile. Type curb: "A"

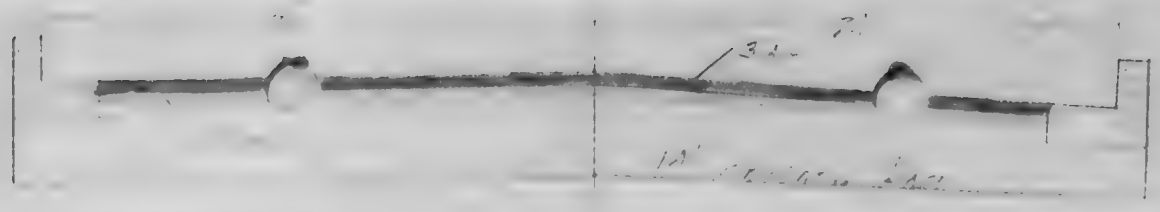
Remarks: _____

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ 300.00
General Excavation	c.y.	1,250	1.75	2,187.50
Drainage Excavation	c.y.	60	4.50	270.00
Culvert Pipe	lin. ft.	400	5.00	2000.00
Base Material (1-1/2-0)	c.y.	1050	4.75	4,987.50
Level Material (3/4-0)	c.y.	280	5.00	1,400.00
Asphalt	ton	315	12.00	3,780.00
Inlets	ea.	6	200.00	1,200.00
Manholes	ea.	2	275.00	550.00
Concrete Curbs	c.y.	40	65.00	2,600.00
Concrete Walks and Drives	sq. yd.	100	5.00	500.00
Watering	M/gal.	36	4.50	162.00
~~Extra for Approaches~~ Curb	~~lin. ft.~~	300	1.00	300.00
Adjust. ~~Inlets~~ and M.H.'s	ea.	5	75.00	375.00
Other Remove Conc. Pavement	Sq. yd.	900	1.00	900.00

* Items include 10% allowance.

Total	$ 25,012.00
Engineering & Contingencies (20%)	4,002.40
TOTAL	$ 26,414.40
City's Estimated Share of Survey	85.60
TOTAL ESTIMATED COST	$ 26,500.00



	250	C.Y.
	50	C.Y.
	1040	C.Y.
	220	C.Y.
	313	Ton
	38	C.Y.
	36	L.F. Curb

RECEIVED MAR 25 1966 ENGINEER COUNTY & CITY DIVISION

NOTED H. S. COX

NOTED R. H. PRANGE

NOTED RICHARD UNREIN

SCA

PROJECT DATA, CITY OF Sutherlin, Oregon Date March 24, 1966

To be financed by Special City Allotment Fund and necessary city funds.

Street name First Ave. between Calapooia & State Ave. - Calapooia between Central & First Ave.
(Locate project on attached map.)

NOTED P. B. Arensmeier

Project length 681.44

DESIRED STREET SECTION:

Standard roadway; width of travel way: 42 feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 42 feet

Remarks _____

Surface now in place: Oil ____ Paving X Gravel ____

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: Central - 80' -- State St. 60'

Are intersecting streets curbed? Yes X No X

Remarks Central Ave. - yes -- State Street - No

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes X No X Calapooia - yes -- First Ave. - No

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: 15 feet

Does city desire special type of curbs? Yes X No ____

Explain: Concrete Curb and Gutter Monolithic

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No__X__

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No__X__

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _____feet

Remarks_____

_____

STORM SEWERS -

Now in place?. Yes__X__ No____

If yes, are they adequate for increased flow? Yes__X__ No____

Indicate depth of main lines from present surface: __3____feet

To be constructed by City? Yes____ No__X__

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes__X__ No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: _____feet

Remarks_____

_____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 feet

Remarks Nothing less than 30" cover

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No X

Portland cement? Yes ___ No X

How many? NONE

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Gas - Pacific Utilities - Pacific Power
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Bell Telephone

Railroad tracks? Yes ___ No X

Which company?

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

NOTED
RICHARD UNREIN

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes ___ No X

When available? Date Must be Budgeted

Has city established grade on street? Yes X No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: Adjasant to project.

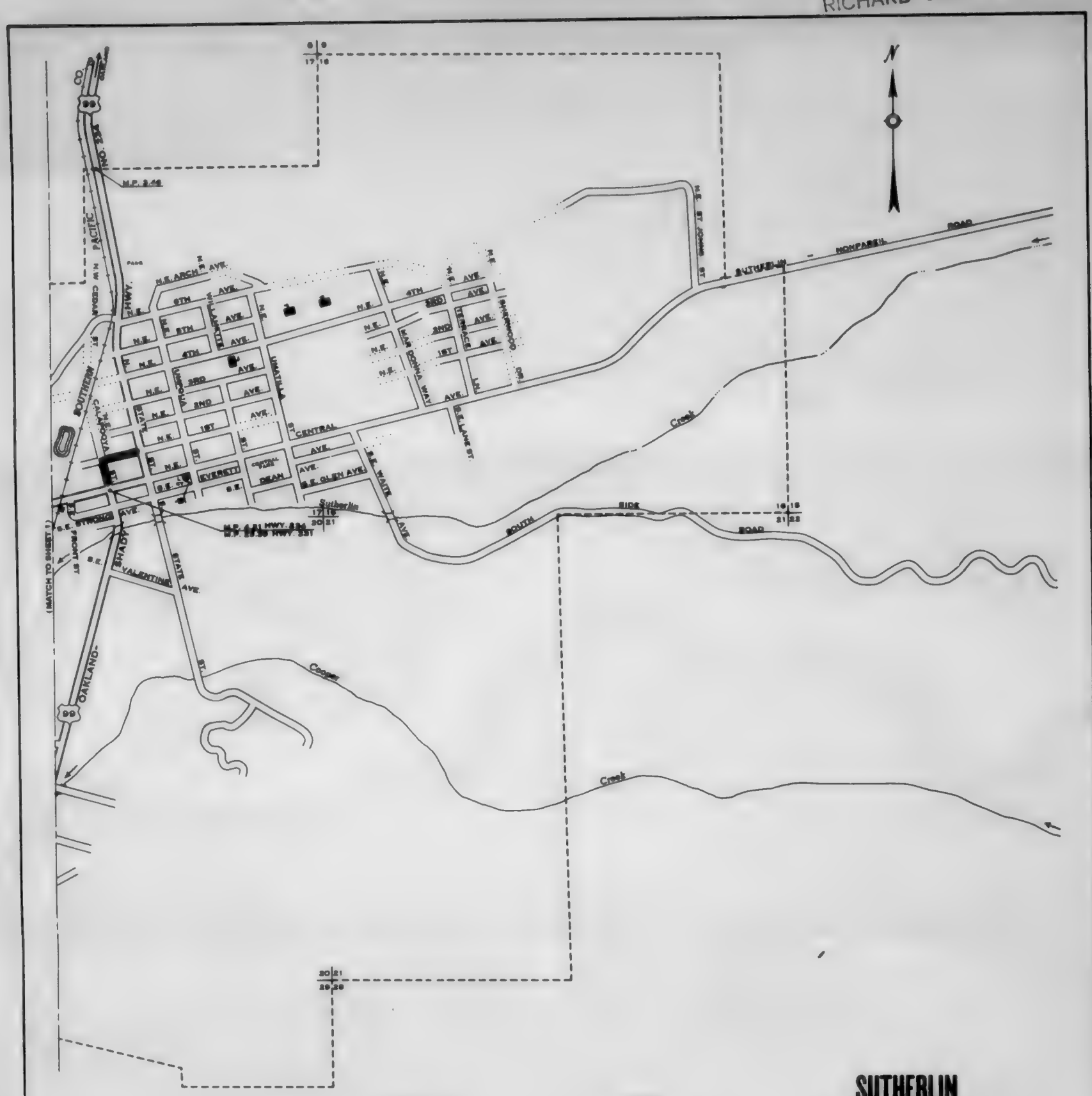
General remarks: _____

By _____
Mayor

By _____
~~City Recorder~~ or City Manager

By _____
City Engineer

NOTED
RICHARD UNREIN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N.E. 1293RD

NOTED
RICHARD UNREIN

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Sutherlin is an incorporated city of the State of Oregon and has a population of 2,509 as given by the latest official census; and

WHEREAS, the following streets of said city,

North Calapooia Street from Central Avenue to First Avenue and

First Avenue from Calapooia Street to State Street

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MAR 18 1966
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Sutherlin does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate George Stubbert as the official representative of the city in all negotiations resulting from this request.

NOTED
RICHARD UNREIN

Passed and approved this 14th day of March, 1966.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

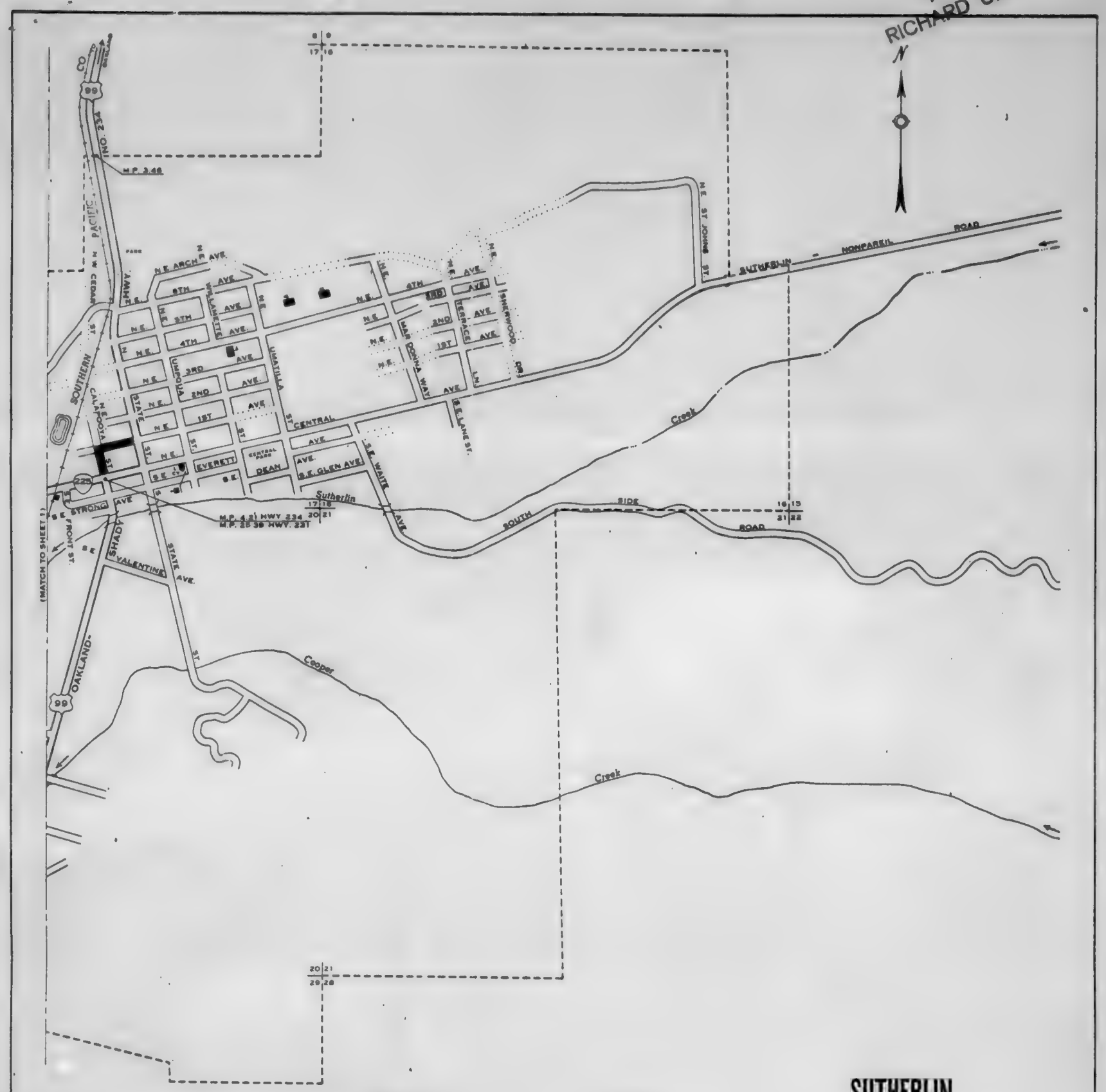
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Sutherlin at a regular or special meeting of said Council, held on the _____ day of March, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 14th day of March, 1966.

Dorothy L. Fox
City Recorder

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN



SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

- Post Office
- School
- R R Depot
- Public Bldg
  - cy – City Hall
  - cr – Court House
  - a – Armory
  - l – Library
- Street open for travel
- Street dedicated but not open
- City Limits

SUTHERLIN

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

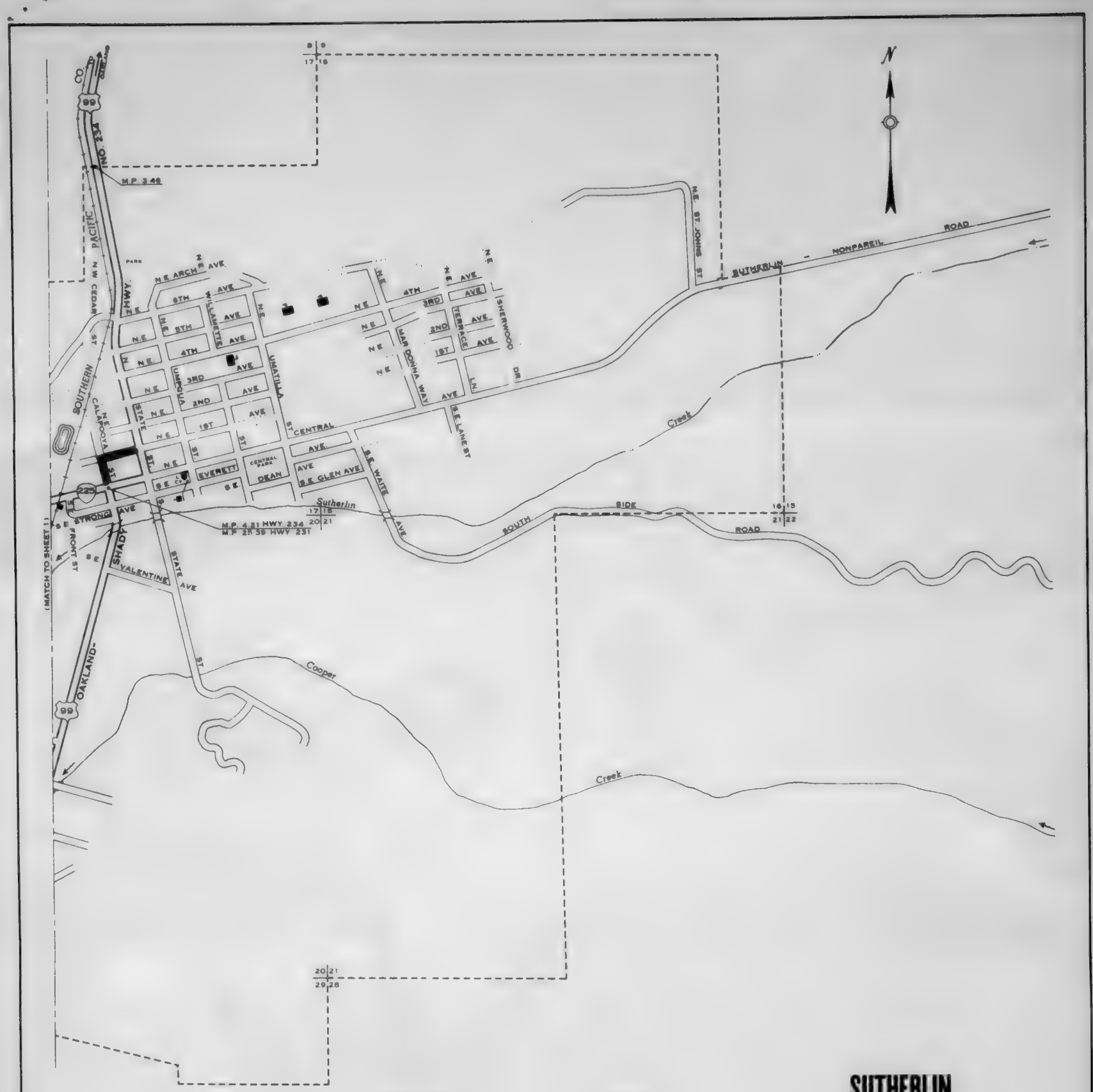
Population 2,509

Scale in Feet

Revised August 1964

SHEET ARRANGEMENT
1 2

SHEET 2 OF 2 SHEETS



SIGNED ROUTES

INTERSTATE

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg
- CY. City Hall
- CT.- Court House
- A.- Armory
- L.- Library
- Street open for travel
- Street dedicated but not open
- City Limits

SUTHERLIN

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,809

Scale in Feet

Revised August 1964

SHEET ARRANGEMENT

SHEET 2 OF 2 SHEETS

310-1735 Canyonville (S.W. 4th St.) 1967
(Grading and paving)
#7001

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 93151

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-6-67	CC 1084		310-1735-295

City of Canyonville
City Hall
Canyonville, Oregon 97417

Attn: Hugh G. Lathrop, City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Special City Allotment Project on Fourth Street, Contract # 7001. Covered by agreement dated January 20, 1967.			
City's Advance Deposit			2,250.00
As per attached statement:			
Final cost		19,469.15	
Agreed State share		17,485.35	
			1,983.80
To be refunded			266.20

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NOV 6 1967
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date November 3, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1967

Contract # 7001 Prefix 310-1735 Survey Prefix 310-1499

Street Fourth Street

City Canyonville

Payments to Contractor..(See attached voucher.)	$ 15,950.84
Engineering and Contingencies.....	3,518.31
Survey... Total: $ 1,087.24 City's Pro-rata Share.....	---
TOTAL.....	$ 19,469.15
Agreed State Share	17,485.35
*Agreed City Share	$ 1,983.80
City Advance Deposit	$ 2,250.00
REFUND DUE CITY.....	$ 266.20

Reference: Outside Billing co-1084

* concrete curbs and sidewalks.

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. BRANGE RU:mm

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: DOUGLAS | CONTRACT NO.: 7001 | ESTIMATE NO.: 4 F

HIGHWAY: CITY STREET | FEDERAL AID PROJECT NO.:

SECTION: CANYONVILLE /SW 4TH ST/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	CLEARING AND BRUBBING		LUMP SUM	200.0000	1.00
002	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.2500	1,080.20
003	FINISHING ROADBED AND	SLOPES	LUMP SUM	300.0000	1.00
004	TRENCH EXCAVATION		CU YDS	3.5000	86.95
005	WATERING		M GALS	4.0000	17.00
006	3/4IN-0 AGGREGATE IN BASE		CU YDS	3.6000	165.00
007	STONE BASE		CU YDS	3.4500	1,110.00
008	3/4IN-0 AGGREGATE IN	PRIME COAT	CU YDS	6.0000	25.00
009	RC-250 ASPHALT IN PRIME	COAT	TONS	90.0000	3.75
010	CLASS B ASPHALT CONCRETE		TONS	10.2000	488.30
011	10-INCH STORM SEWER PIPE		LIN FT	3.4000	227.00
012	12-INCH STORM SEWER PIPE		LIN FT	3.5000	66.00
013	CONCRETE INLETS TYPE G-1		ONLY	135.0000	5.00
014	CONCRETE CURBS		CU YDS	45.0000	42.74
015	EXTRA FOR A C CONC	APPROACHES	ONLY	35.0000	5.00
	PRICE AGREEMENT ITEMS				
30101	REPLACE SIDEWALKS		LUMP SUM	60.5000	1.00

Work performed covered by Public Wage Certificates submitted with previous estimate.

DATE: 08/21/67 — 7001

PREVIOUS VOUCHER NO.: ~~4903~~ 4905

CHECKED BY: AW/md

ENGINEER OR AUDITOR: K. D. Limbocker

OTAL CONTRACT ITEMS

% RETAIND ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.		
	7001	4 Final	310-1735-201 (41)	69.87 Dr.	
	FEDERAL AID PROJECT NO.		310-1735-204 (41)	864.23 Dr.	
TH ST/					

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
MP SUM	200.0000	1.000	200.00	200.00	
YDS	1.2500	1,080.200	1,350.25	1,340.88	9.37
MP SUM	300.0000	1.000	300.00	300.00	
YDS	3.5000	86.950	304.33	304.33	
GALS	4.0000	17.000	68.00	68.00	
YDS	3.6000	165.000	594.00	594.00	
YDS	3.4500	1,110.000	3,829.50	3,829.50	
YDS	6.0000	25.000	150.00	150.00	
ONS	90.0000	3.750	337.50	337.50	
ONS	10.2000	488.300	4,980.66	4,980.66	
IN FT	3.4000	227.000	771.80	771.80	
IN FT	3.5000	66.000	231.00	231.00	
LY	135.0000	5.000	675.00	675.00	
YDS	45.0000	42.740	1,923.30	1,923.30	
NLY	35.0000	5.000	175.00	175.00	
UMP SUM	60.5000	1.000	60.50		60.50

es

OTAL CONTRACT ITEMS	15,950.84	15,880.97	69.87
% RETAIND ON CONTRACT ITEMS		864.23	864.23
FORCE ACCOUNT			
TOTAL PAYMENTS	15,950.84	15,016.74	934.10

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SEP 11 1967
FOR FILING
310-1755
7001

September 8, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 27, 1967, on Contract No. 7001. The contract was with Roseburg Paving, Inc. and was for grading and paving on S.W. 4th Street in the city of Canyonville in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 8, 1967, and that you concur in this procedure at the Commission meeting on October 31, 1967.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
V. D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

kf kf

RECEIVED
SEP 8 - 1967
FOR FILING
310-1735
7001

September 8, 1967

Fidelity and Deposit Company
of Maryland
900 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7001 awarded to Roseburg Paving, Inc., for grading and paving S. W. 4th Street in the City of Canyonville in Douglas County was completed on July 27, 1967, and accepted by the Highway Commission on September 8, 1967.

Final payment in the amount of $934.10 will be released to the contractor after September 15, 1967. The total contract amount is $15,950.84 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Fidelity and Deposit Co. of Maryland
Baltimore 3, Maryland
L. H. Young
C. H. Maison
Attn: John Herr

310-1735 LAST REPORT

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION		WEEK ENDING: 8~~8~~4-67
		SECTION PREFIX: 310-1735
HIGHWAY: City Street		COUNTY: Douglas
NAME OF JOB: Canyonville(S.W. 4th Street)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Roseburg Paving, Inc.	CONTRACT NUMBER: 7001	FEDERAL AID PROJECT NUMBER
DATE OF CONTRACT: May 17, 1967	DATE WORK STARTED: June 5, 1967	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 85	CALENDAR DAYS USED 57
PROJECT AUTHORIZATION: $ 19,557.56	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 68
EXCLUSIVE OF ENGINEERING: $ 18,166.80	ENGINEERING AUTHORIZATION $ 1,390.76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 92
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 18,166.80	ENGINEERING COST TO DATE $ 3,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 244 %	DATE PROJECT WAS COMPLETED: 7-27-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.08	0.08		0.08	0.08
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.08	0.08		0.08	0.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,200 CY	1,360 CY		20 CY	520 Tons
TOTAL QUANTITIES CORRECTED TO DATE	1,072.7 CY	1,275 CY		25 CY	488.30 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,072.7 CY	1,275 CY		25 CY	488.30 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Mc Gill
Decker
Bond
Barbee
Walker
Swan

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CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	2 men working on semi-final.
TUESDAY	3 men working on semi-final.
WEDNESDAY	3 men working on semi-final.
THURSDAY	1 man working on semi-final.
FRIDAY	Submitted semi-final to Division Office.
SATURDAY	

REMARKS

SIGNED K. D. Limbocker LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP1223

RECEIVED
JUN 5 - 1967

GLENN L. JACKSON, CHAIRMAN
McMINNVILLE
KENNETH N. FRIDLEY, MEMBER
MARCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 1, 1967

Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7001 for grading and paving on S. W. 4th Street in the City of Canyonville in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc Fidelity & Deposit Co. of Md.
Portland Branch Office
900 Failing Building
Portland 4, Oregon

Fidelity & Deposit Co. of Maryland

Baltimore 3, Maryland

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JUL 27 1967
FOR FILING

310-1735

7001

May 19, 1967

Bid Mail

Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on May 17, 1967, accepted your proposal for grading and paving on S. E. 4th Street in the City of Canyonville in Douglas County for the sum of $17,204.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Canyonville is received and the sum of $2,250.00 is deposited by the City.

These conditions were fulfilled later the same day and the State Highway Engineer awarded you the project, which has been assigned Contract No. 7001. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 1, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures
bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. R. Chandler
K. D. Limbocker
Frank Morgan
L. M. Young
I. D. Merchant
C. D. Matthis (SIAC)

• CITY HALL •

• CITY OF CANYONVILLE •

CANYONVILLE, OREGON 97417

May 13, 1967

STATE OF OREGON
State Highway Department
Salem, Oregon 97301

Att: Richard Unrein
Field Engineer

Dear Mr. Unrein:

In accordance with your letter of May 11, 1967, I am inclosing herewith a City of Canyonville check in the amount of Twenty Two Hundred Fifty Dollars ($ 2,250.00) as deposit on construction of curbs on the Fourth Street paving project in Canyonville.

Respectfully yours,

Hugh G. Lathrop
City Recorder

HGL:hl

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MAY 15 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

7001

[redacted]

Fred W. Hill, Member
Helix

May 11, 1967

Mr. Hugh C. Lathrop
City Recorder
134 S. Main
Canyonville, Oregon 97417

Dear Mr. Lathrop:

On May 11, 1967, the State Highway Commission opened bids on the 1967 Special City Allotment project on Fourth Street in Canyonville. The apparent low bid was submitted by Roseburg Paving Inc., of Roseburg and the anticipated cost based on the bid is as follows:

Contractor's bid*	$17,284.50
Anticipated Additional Items	100.00
TOTAL.....	$17,384.50
Engineering & Contingencies (12½%)	2,173.06
TOTAL ANTICIPATED COST.....	$19,557.56

* Includes $2,250 for concrete curbs.

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check or warrant to this office in the amount of $2,250.00 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
Salem Oregon

PUBLIC INFORMATION OFFICE PHONE 364-2171 Ext. 1501

67-60-S

NEWS RELEASE

FOR IMMEDIATE RELEASE April 19, 1967

The Oregon State Highway Commission will meet in Salem to receive bids on 28 projects on Thursday, May 11, instead of May 4, as originally scheduled.

Forrest Cooper, state highway engineer, said the meeting would start at 9 a.m. in the State Highway Building.

# # # # # # # #

April 25, 1967

This applies to your 1967 Special City Allotment project. You will be notified of the low bid on your project within a few days after May 11, 1967.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

Copies sent To: VALE
Sutherlin
Metolius
La Grande
Haines
Canyonville

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APR 2 - 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

"Canyonville (s.o.u. 41st St.) Section

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APR - 7 1967
ENGINEER
COUNTY & CITY DIVISION

Cost Estimate

Item No.	Item	Quantities	Unit Price	Amount
1	Clearing and Grubbing	All Specified		300 —
2	General Excavation, Unclassified	1200 Cu.Yds.	1.50	1800 —
3	Finishing Roadbed and Slopes	All Specified		100 —
4	Trench Excavation	130 Cu.Yds.	4.00	520 —
5	Watering	40 M.Gals	4.50	180 —
6	3/4"-0 Material in Base	210 Cu.Yds.	5.50	1155 —
7	Stone Base	1150 " "	5.00	5750 —
8	3/4"-0 Aggregate in Prime Coat	20 " "	7.50	150 —
9	RC-250 Asphalt in Prime Coat	4 Tons	60.00	240 —
10	Class "B" Asphalt Concrete	520 "	12.00	6240 —
11	10-inch Storm Sewer Pipe	280 Lin.Ft.	3.25	910 —
12	12-" " " "	70 " "	4.00	280 —
13	Concrete Inlets, Type G-1	4 Only	150.00	600 —
14	Concrete Curbs	50 Cu.Yds.	60.00 ~~40.00~~	3000 — ~~2750~~
15	Extra for A.C. Conc. Approaches	5 Only	40.00	200 —
				21,420 —
				100
				21,520 —
			+12½%	2690 —
				$ 24,210 —

Extra Items

Flagging 100 —

NOTED
H. S. COX

C/I Item
~~$3,000~~

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

SC 17

• CITY HALL • • CITY OF CANYONVILLE •

CANYONVILLE, OREGON 97417

March 28, 1967

NOTED
H. S. COX

State Highway Department
State Highway Building
Salem, Oregon

Att: Mr. Richard Unrein,
Field Engineer, Cities

Re: Paving Project,
4th Street, Canyonville

Dear Mr. Unrein:

The intent of this letter is to set forth in writing the action taken by the Canyonville City Council at a Special Meeting held on March 27, 1967 regarding above noted project.

The Council voted to request that the existing curb on the west side of Pine street, extending south from the intersection with 4th street, be set back as far as possible from the center line without the neccesity of constructing a retaining wall.

Also, as the City is lacking funds with which to aquire additional rights-of-way, and due to the fact that the radius of curbs at intersections in the downtown area is ten (10) feet, the City asks that ten (10) feet radius be used at the intersection of Pine and Fourth streets.

The Council also requests that asphalt paving be used on all driveways installed instead of concrete , as originally planned.

Very truly yours,

Hugh G. Lathrop

Hugh G. Lathrop
City Recorder

Seal

Roy Matthews

Roy Matthews
Mayor

Copies to: Front Hall
L.R. Chamber

HGL:hl

RECEIVED
MAR 30 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

7001.

Salem, Oregon
February 24, 1967

1967 Special City Allotment Project
4th Street
Canyonville

Mr. J. E. Moreloock

B U I L D I N G

The survey data on the above named project has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

A drainage system for this project should be constructed and connected to the existing storm drainage system on Main Street with provisions for connections to a future improved system on Main Street.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RU:nr
Att.

NOTED
MAINOR C. HOLMES

NOTED

FOURTH STREET - CANYONVILLE

CITY STREET PREFIX 310-1499 DOUGLAS COUNTY

REPORT OF SURVEY

The project is relatively simple consisting of grading and paving of 0.08 miles of city street in Canyonville. Type "A" curbs and concrete driveways are to be constructed at the request of the city.The grade on Fourth Street is excessive, 15.497%, however there is no feasible way to correct this situation.

Twenty foot radii were used on the curb returns for the Frontage Road, Pine street and Main Street. Curb Breakdowns were used for the driveways, as per Standard drawing No.2077, with the exception of the now existing Standard Service Station located southerly of Fourth Street between the Frontage Road and Pine Street.

A new service station is to be constructed northerly of Fourth Street between the Frontage Road and Pine Street. An overlay of this facility is included with the data. Curb breakdowns have been shown for this station but the driveways are to be constructed by the owner.

The grade on Pine Street had to be altered for 107-feet southerly of the centerline intersection with Fourth Street. This resulted in a 15.0934% grade on Pine Street.

The storm sewer system in Canyonville is inadequate. An installation should have been made for this project,but there is not sufficient money. Due to this lack of storm sewers water will be forced across the intersection of Fourth and Pine streets. If sewers were to be placed under this project they would have to be extended easterly on Fourth Street to the outfall as this existing system is not adequate. Arrangements have been made with the City to improve the ditch from the outfall to Canyon Creek.

There is a proposed alley,opposite Sta. 4+13,that the city will develope. If the grading of said alley is not completed prior to or during the construction a portion of the curb,from 4+34 to 4+50,will have to be eleminated from the construction to allow for delivery service to the Market.

All materials to be excavated on this project are granular and will make suitable backfill material. With the excess of excavation material selection of the backfill or embankment material will be made to obtain the best utilization of material. The special provisions should provide for breaking up of the portion of the existing surfacing that will not be excavated. The city has provided a waste area for the excess material.

K.D. Limbocker
Resident Engineer

Form E-[illegible]-30M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 1 SHEETS

FOURTH STREET - CANYONVILLE

CITY STREET — PREFIX 310-1499 — DOUGLAS COUNTY

ESTIMATE OF COST

ITEM	UNIT	GROSS	UNIT PRICE	AMOUNT
1. Removal of Curbs	Lin.Ft.	125	$ 1.25	$ 156.25
2. Removal of Curb and Gutter	Lin. Ft.	101	1.25	126.25
3. General Excavation, Unclass.	Cu. Yds.	1080	1.50	1,620.00
4. Finishing Roadbed and Slopes	Miles	0.08	300.00	24.00
5. Watering	M-Gal.	40	3.00	120.00
6. Stone Base	Cu. Yds.	820	5.00	4,100.00
7. Leveling Course	Cu. Yds.	160	5.50	880.00
8. Preparation of Base	Miles	0.08	150.00	12.00
9. Aggregate in Prime Coat	Cu. Yds.	20	7.50	150.00
10. Asphalt in Prime Coat	Tons	4	55.00	220.00
11. Class "B" Asphaltic Concrete	Tons	450	11.50	5,175.00
12. Class "A" Concrete in Type "A" Curbs	Cu. Yds.	50	75.00	3,750.00
13. Concrete Driveways	Sq. Yds.	49	5.00	245.00
14. Adjust Manholes	Each	1	50.00	50.00
	Total, Bid Items			$16,628.50
	20% Engineering & Contingencies			3,325.70
	Total Cost			$19,954.20

No Items for Drainage.

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- - - ILING

Prefix No. 310-1499

LOCATION PROSPECTUS
4TH STREET(CANYONVILLE) SECTION
CITY STREET - DOUGLAS COUNTY

HIGHWAY: 4th Street, city of Canyonville. Not on Federal-aid or State system.

TERMINI: The westerly end is at the intersection of a frontage road and 4th Street which point is opposite and 120 feet easterly of the Pacific Highway at M.P. 219.9. The easterly end is at the intersection of Main Street and 4th Street.

LENGTH: 0.08 mile.

PROGRAM: 1967 Special City Allotment funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates of cost for grading and paving on existing alignment. Drainage problems are not anticipated. Reconnaissance is not necessary. Soils investigations will be conducted.

TYPICAL SECTION: Forty-four-foot curb to curb section between frontage road and Pine Street. Forth-foot curb to curb section between Pine Street and Main Street.

BASE DESIGN: The tentative base design for construction is:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	10" Coarse Crushed
Total Depth	15"

MATERIAL: Commercial source.

ADDITIONAL FACILITIES: None.

AGREEMENTS: Routine negotiations for a Special City Allotment project. Utilty ad ustments are the responsibility of the City of Canyonville.

January 23, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

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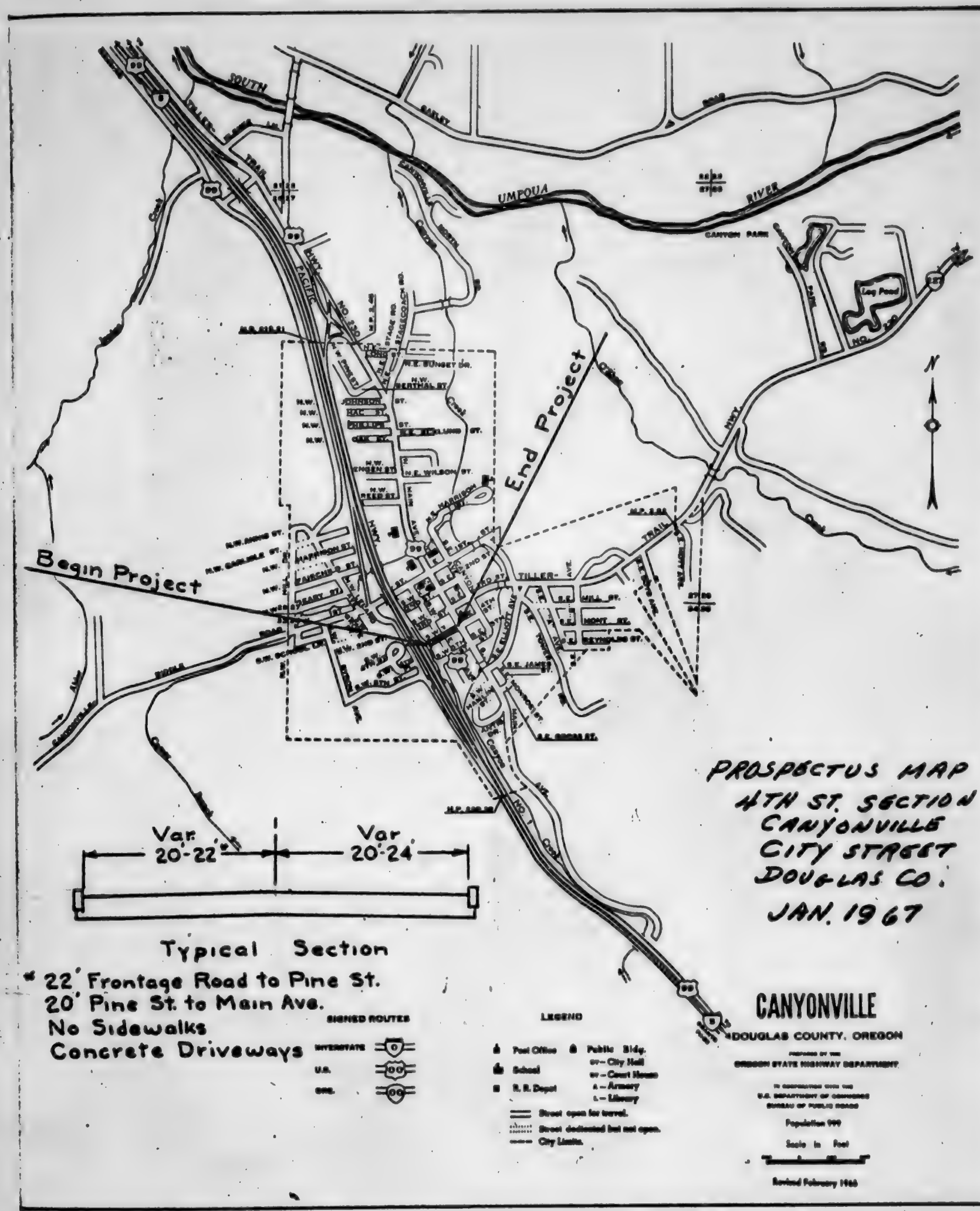
JAN 27 1967
STATE OF
ENGINEER
NOTED
R. L PORTER
NOTED
FORREST COOPER



PROSPECTUS MAP
4TH ST. SECTION
CANYONVILLE
CITY STREET
DOUGLAS CO.
JAN. 1967

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JAN 26 1967
FOR FILING

310-1725

7001

January 23, 1967

MISC. CONTRACTS and AGREEMENTS No. 3245

City of Canyonville
City Hall
Canyonville, Oregon

Gentlemen:

We are enclosing for your files a fully executed copy of a special street fund agreement with the City of Canyonville in Douglas County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

Form E-20—3M—9-66

7.01

OREGON STATE HIGHWAY DEPARTMENT

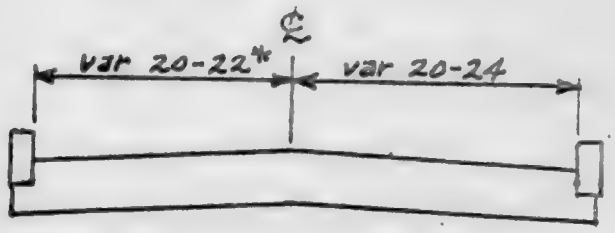
AUTHORITY FOR SURVEY

Section Fourth Street Section, (Canyonville) Date Jan. 9, 1967

Highway City Street Authorization No. 1

County ~~Canyonville~~ DOUGLAS DIV. 3 Survey Prefix 310-1499 ✓
(Assigned by Salem office)

Description of termini, route, length, etc.: The Westerly end of the project is located at the intersection of a frontage road and 4th. St., located 120' easterly of M.P. 219.9 of the Pacific highway. The easterly end of the project is located at the intersection of Main Ave. and 4th. St. The overall length is 0.08 miles.



No Side Walks
Concrete Driveways

NOTED
H. S. COX

22' Frontage road to Pine St.
20' Pine St. to Main Ave.

Purpose of survey: To prepare plans, specifications and estimate of cost for the Construction Project.

67 CITY FUNDS

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FEB 2 - 1967
ENGINEER
COUNTY & CITY DIVISION

Estimate of cost:

~~ROW~~	~~(909)~~		~~200.00~~
~~Rural~~	~~(908)~~		
~~Urban~~	~~(907)~~		
Field	(901)	~~$1,000.00~~	500.00
Soils	(910)	~~500.00~~	200
Plans	(905)	300.00	
			1000.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ ~~1,500.00~~
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: _____ Field Engineer

Recommended for Approval: _____ Division Engineer

Recommended for Approval: _____ Ass't Construction Engineer

Approved: _____ Ass't State Highway Engineer

State Printing 14030

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

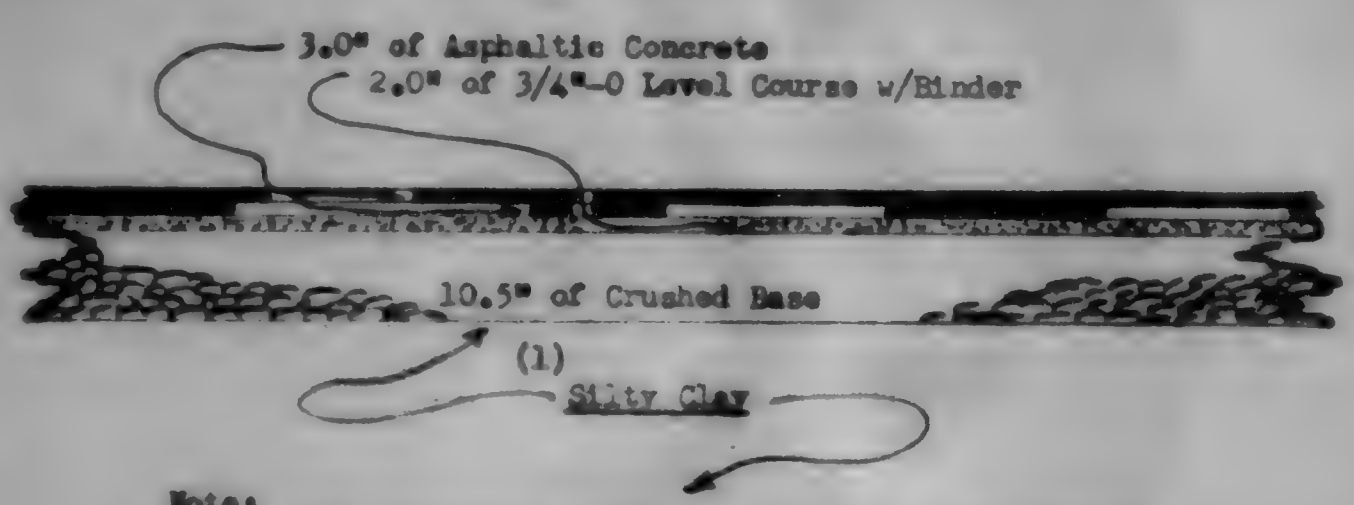
Section S.W. 4th Street & S.W. Pine Street Highway City of Canyonville County Douglas Prefix

Res. Engr. Approx. Length 0.12 Miles. Sta. to Sta. Date 1-3-67

Truck A.D.T. 17 Traffic Coefficient 6.5 18 kip s.a. per day 11.9.

Annual Precipitation 30"+ (Middle) Frost Penetration ---------.

(1)
Typical Soil
32 LL
11 PI
85 %P 10
62 %P200
15 %Gravel
15 %C Sand
8 %F Sand
32 %Silt
%Clay
"R" Value
[redacted]



	CBR Total Req.	Credit	Actual Thick.	
		6.0	3.0	A.C.
		2.0	2.0	Le
		10.5	10.5	Cr. Base
	18.5	18.5	15.5	

AASHO CLASSIFICATION:
A-6(6)

MATERIAL SOURCES:
To be determined by the Engineer

Note:
Values assigned various components of the roadway structure are shown below:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specs.)
(plus Supplementals)

NOTED
RICHARD UNREIN

RECEIVED
JAN 10 1967
ENGINEER
COUNTY & CITY DIVISION

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
[illegible]y - City (2)

Submitted by [signature] Staff Assistant
Recommended by [signature] Engineer of Materials
Recommended by [signature] Asst. Construction Engineer
Approved by [signature] Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

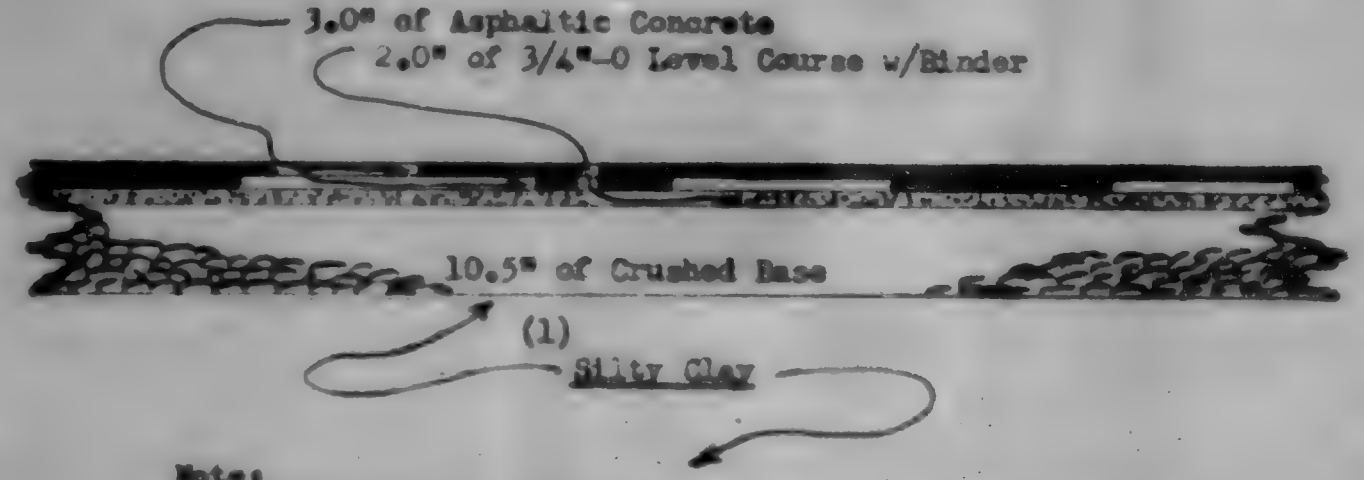
Section S.W. 4th Street & S.W. Pine Street Highway City of Canyonville County Douglas Prefix

Res. Engr. Approx. Length 0.12 Miles. Sta. to Sta. Date 1-3-67

Truck A.D.T. 17 Traffic Coefficient 6.5 18 kip e.a. per day 11.9.

Annual Precipitation 30"+ (Middle) Frost Penetration - - - - - - - - -.

(1)
Typical Soil
32 LL
11 PI
85 %P 10
62 %P200
15 %Gravel
19 %C Sand
8 %F Sand
32 %Silt
%Clay
"R" Value



	CBE Total Req.	Credit	Actual Thick.	
		6.0	3.0	A.C.
		2.0	2.0	Le
		10.5	10.5	Cr. Base
	18.5	18.5	15.5	

AASHO CLASSIFICATION:
A-6(6)

MATERIAL SOURCES:
To be determined by the Engineer

Note:
Values assigned various components of the roadway structure are shown below:

1.0" Asphaltic Concrete	=	2.0" Crushed Base
1.0" Oil Mat	=	1.1" Crushed Base
1.0" Stone Subbase (Per Standard Specs.) (plus Supplementals)	=	0.8" Crushed Base

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JAN 10 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
[illegible] - City (2)

Submitted by [signature] Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Asst. Construction Engineer

Approved by [signature] Asst. State Highway Engineer

SECTION: S.W. 4th Street & S.W. Pine Street

HIGHWAY: City of Canyonville

COUNTY: Douglas

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1986 Present ADT 320 (Total)

B. 1986 Future ADT 540 (Total)

C. Mean ADT 430 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 8 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .04 x (C) 430 = 17

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 17 x (H) 100 % = 17

TRAFFIC COEFFICIENT = K $(I)^{0.119}$

where K = 4.669

= 6.5

SECTION: S.W. 4th Street & S.W. Pine Street

HIGHWAY: City of Canyonville

COUNTY: Douglas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: When constructed to present [illegible] thickness standards.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City requested A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short project (0.12± mi.) and the cost of moving in P.C.C. paving equipment would be excessive. See Items 6 & 12.

7001

December 20, 1966

Mr. Hugh G. Lathrop
City Recorder
City Hall
Canyonville, Oregon 97417

Dear Mr. Lathrop:

On December 19 the State Highway Commission approved the City's request for a Special City Allotment project on Fourth Street, to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map showing colored in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

HSCox
mbb.

bc: L. R. Chandler

NOTED
RICHARD UNREIN

7001

· CITY HALL · · CITY OF CANYONVILLE ·

CANYONVILLE, OREGON 97417

November 1, 1966

NOTED
U. S. COX

Mr. Richard Unrein
Field Engineer
State Highway Department
Salem, Oregon

NOTED
RICHARD UNREIN

Dear Mr. Unrein:

Re: Paving W 4th Street
Between Main & Freeway

Please be advised that the Canyonville City Council, at a special meeting October 31, 1966, voted unanimously to participate with the Oregon State Highway Department in the above noted project, and the City is financialy able to pay its estimated ($3,000.00) share of the same.

Respectfully yours,

Hugh G. Lathrop
City Recorder

HGL:hl

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NOV 2 - 1966
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COUNTY & CITY DIVISION

NOTED

7001

NOTED
H. S. COX

October 27, 1966

Mr. Hugh O. Lathrop
City Recorder
City Hall
Canyonville, Oregon

Dear Mr. Lathrop:

It is planned to submit your proposed project on 4th Street from the highway frontage road to Main Avenue to the Highway Commission for consideration of construction under the Special City Allotment Act (ORS 366.805).

The preliminary estimate for providing a 40' curbed street section between Pine Avenue and Main Avenue, and a 44' curbed street section between the frontage road and Pine Avenue is $20,500. Included in the $20,500 estimated cost is an estimated cost of $3,000 for concrete curbs and driveways which would have to be constructed at the City's expense.

In those instances where a City is to participate in the total construction cost of a project, the Highway Commission will only give consideration to those Cities which submit a letter stating that the City is willing and able to pay its estimated share of the total cost.

Receipt of a letter, prior to November 7, 1966, stating Canyonville's ability to pay its estimated share ($3,000) of the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Division Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RUmr

NOTED
DON HARWELL

S.C.A. INVESTIGATION DATA

City of [illegible] Date [illegible], 1966 Division III
Street (s) _____
No. previous projects 1
Last project 1950 (year)
Total SCA Funds to date $ 10,762

EXISTING
Surface now in place: A.C. ___ Oil X Gravel ___ Concrete ___
Surface width: 20 feet, Shoulder-shoulder width: 30± feet
C-C width: ___ feet, Right-of-way width: 50' feet

Remarks: Existing St. in fair condition. Curves as access
to Hwy.

PROPOSED
Surfacing: A.C. X Oil ___ Gravel ___ Concrete ___
Pave width: 41 feet Shoulder width: — feet C-C width: 44 feet
Thickness of: A.C. 3 inches, Leveling 2 inches, Base 12 inches
Length: 405 feet, .08 - mile. Type curb: TYPE "A"

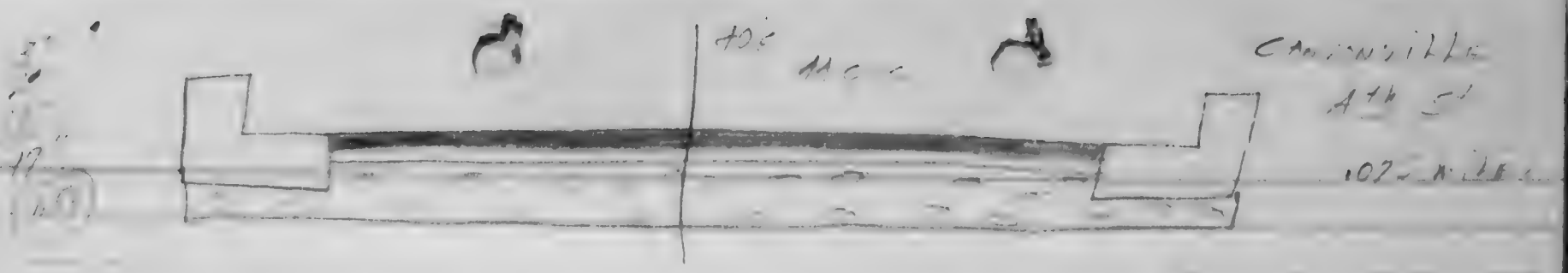
Remarks:

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ 300.00
General Excavation	c.y.	1,400	1.50	2,100.00
Drainage Excavation	c.y.	45	5.00	225.00
Culvert Pipe 12" CMP	lin. ft.	300	3.25	975.00
Base Material (1-1/2-0)	c.y.	1,120	4.00	4,480.00
Level Material (3/4-0)	c.y.	180	4.25	765.50
Asphalt	ton	378	12.00	4,536.00
Inlets	ea.	6	200.00	1,200.00
Manholes	ea.	—	—	—
Concrete Curbs	c.y.	43	60.00	2,580.00 x
Concrete Walks and Drives	sq. yd.	60	5.00	300.00 x 2, 8
Watering	M/gal.	35	4.00	140.00
~~Extra for Approaches~~	ea.	40	—	240.00
Adjust. Inlets and M.H.'s	ea.	—	—	—
Other		—	—	

* Items include 10% allowance.

Total	$ 17,002.50
Engineering & Contingencies (20%)	3,400.50
TOTAL	$ 20,403.00
City's Estimated Share of Survey	—
TOTAL ESTIMATED COST	$ 20,403.00



CONC. EXC. = $\frac{16 \times 4' \times 40'}{27}$ = 1,378 C.Y.

DR. EXC. = $\frac{50 \times 1.5 \times 30}{27}$ = 83 C.Y.

8" CONC. = $\frac{.10 \times 45 \times 40 \times 12}{27}$ = 1,012 C.Y.

3/4" MIX = $\frac{.10 \times 41 \times 40 \times 12}{27}$ = 166 C.Y.

5" AC. = 82.3 X 4.5 = 370 TON.

WATER = .0765 X (1 + 2.8) = 34 M-GAL.

TYPE I CURB = .054 X 80 = 43 CY.

SCA

5-25-66

NOTED
RICHARD UNREIN

PROJECT DATA, CITY OF CANYONVILLE Date AUGUST 24, 1966

To be financed by Special City Allotment Fund and necessary city funds.

Street names So. Pine, West 4th, Monroe & Gross
(Locate project on attached map.) Red

Project length 180' - 366' - 260' - 224' Total 1,030

DESIRED STREET SECTION:

Standard roadway; width of travel way: 21 feet, width of shoulders: 7 feet

Curbed section; width curb to curb: _____ feet

Remarks No curbs except 50' on one side of West 4th. No curbs to be constructed.

Surface now in place: Oil X Paving _____ Gravel _____

Present surface width: 21 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: * _____ feet

Additional right-of-way required? Yes _____ No No

State to furnish right-of-way descriptions? Yes _____ No X

Give width of intersecting streets: Main at 4th 80'-Main at Gross 50'- 5th at Pine 60'
Elliott at Monroe 50'- James at Monroe 40'

Are intersecting streets curbed? Yes X & No X

Remarks * 4th & Pt Gross 60'- Pine 50'- Monroe & Pt Gross 40'.

Main curbed at 4th - 5th curbed at Pine

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes X No _____

Width between present curbs: _____ feet

City to construct curbs? Yes _____ No _____

To be constructed as part of project? Yes _____ No X

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes _____ No _____

Explain: No curbs to be constructed

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AUG 25 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No X__

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No_X__

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No_X__

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _____feet

Remarks No sidewalks to be constructed

STORM SEWERS -

Now in place? Yes X No____

If yes, are they adequate for increased flow? Yes X No____

Indicate depth of main lines from present surface: 1 feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No X

/Show location of outfall on city map./ Green

SANITARY SEWERS -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 5 to 6 feet

Remarks_____

NOTED
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ____

If yes, how deep from present surface? app. 3 feet

Remarks _____

_____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes X No ____

Asphaltic concrete? Yes X No ____

Portland cement? Yes ____ No ____

How many? 6

Must driveways be Portland cement to comply with city code? Yes ____ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No X (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ____

Electric poles? Yes X No ____

Which company? Calif.-Pacific Utilities P. P. &L.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ____ No ____

Which company? Calif. - Pacific Utilities

Railroad tracks? Yes ____ No X

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks Re: Telephone poles - it is believed the telephone lines are strung on the electric poles.

NOTED
RICHARD UNREIN

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes ___ No X

When available? Date _____

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: Marriott's Saw & Supply, 3rd & Canyon Sts.

General remarks: _____

By _____
Mayor

By Hugh G. Luthy
City Recorder or City Manager

By _____
City Engineer

NOTED
RICHARD UNREIN

CANYONVILLE

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 999

Scale in Feet

Revised February 1966

RECEIVED
AUG 25 1966
ENGINEER
COUNTY & CITY DIVISION

LEGEND

- Post Office
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- School
- R. R. Depot
- Street open for travel.
- Street dedicated but not open.
- City Limits.

D ROUTES

NOTED
RICHARD UNREIN

CANYONVILLE

DOUGLAS COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 999

Scale in Feet

Revised February 1966

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

- Post Office
- Public Bldg.
- School
- CH – City Hall
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- R. R. Depot
- Street open for travel.
- Street dedicated but not open.
- City Limits.

RECEIVED
AUG 25 1966
ENGINEER
COUNTY & CITY DIVISION

K-1 Report
Grant outfall

NOTED
RICHARD UNREIN

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Canyonville is an incorporated city of the State of Oregon and has a population of 999 as given by the latest official census; and

WHEREAS, the following streets of said city,

Gross St.

Monroe St.

West 4th St. between Main & Int. 5

South Pine St. between 4th & 5th Streets

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JUN 22 1966
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of Canyonville does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Hugh G. Lathrop as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 20 day of June, 1966.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

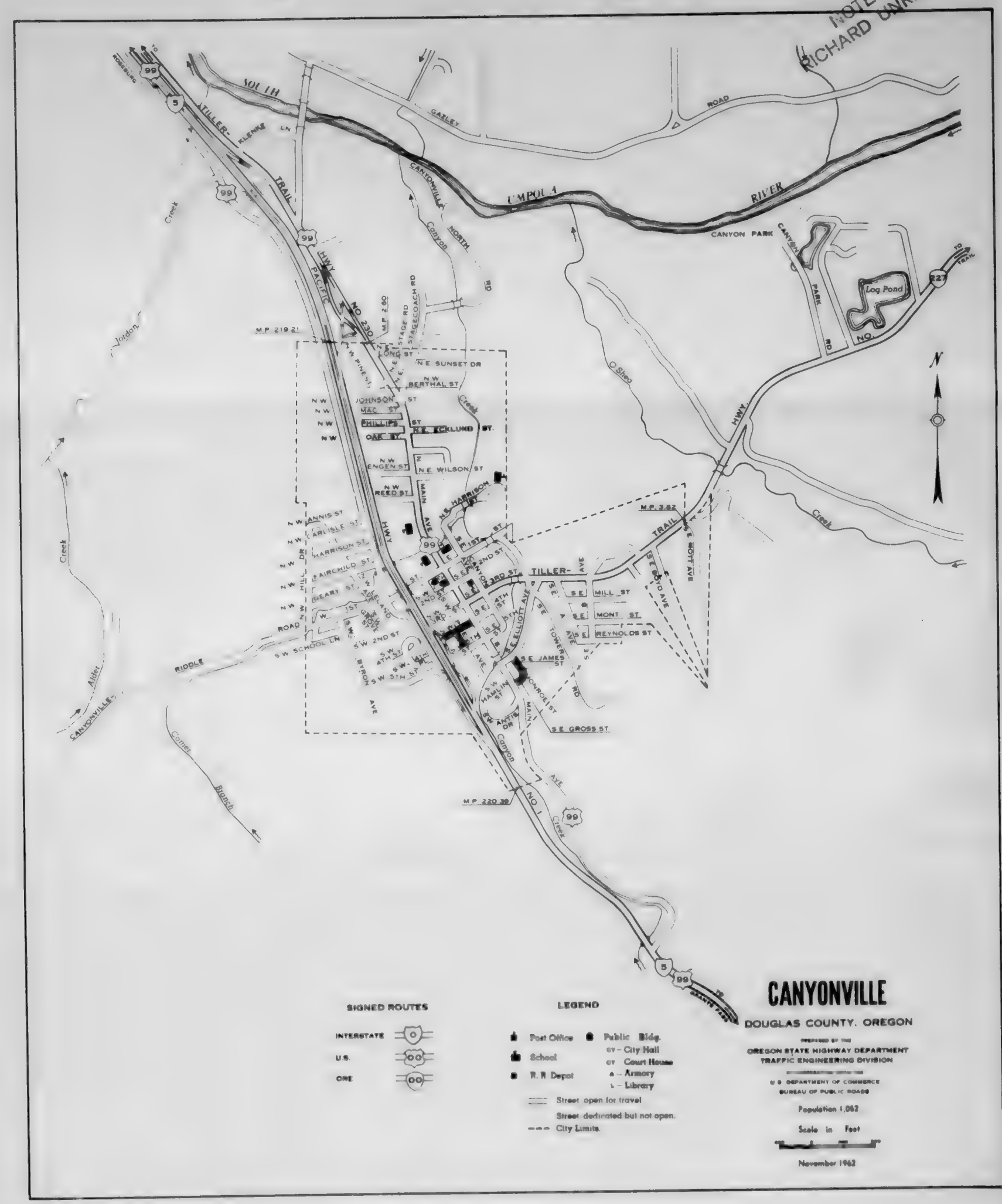
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Canyonville at a regular or special meeting of said Council, held on the 20 day of June, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21 day of June, 1966.

Hugh G. Lathrop
City Recorder

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN



SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE 00

LEGEND

- Post Office
- School
- R. R Depot
- Public Bldg.
- CH – City Hall
- CT Court House
- A – Armory
- L – Library
- Street open for travel
- Street dedicated but not open.
- City Limits.

CANYONVILLE

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,052

Scale in Feet

November 1962

S-41(6) S. Fork Reese Cr.-Reese 1967
Summit Sec., FAS 287 (Pav.)
#7002

C d K 3918

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 95825

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-19-68	CC 1127		[illegible]

RECEIVED
JUL 19 1968
ENGINEER
COUNTY & CITY DIVISION

Contract 7002
Proj. A-41(6)

- Jackson County
- Courthouse
- Medford, Oregon 97501

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Att: Robert Carstensen, County Engineer			
Final Billing: South Fork, Keene Creek - Keene Summit Section, FAS 15-101 (formerly 287). Covered by Agreement dated 4-27-67.			
County advance deposit		[illegible].00	
Less amount previously transferred		17,[illegible].00	
County share of construction costs		[illegible].34	5,000.00
Less amount previously transferred		17,[illegible].00	
			[illegible].34
To be refunded			2,17[illegible].66

ACKNOWLEDGMENT REQUESTED

By [signature]

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

FAS 287
Jackson Co

FORM E-20 REV 10-65
RECEIVED
OCT 13 1967
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon
October 12, 1967

To:

F. D. Morgan
Construction Engineer
Office

SUBJECT: Reese Creek Quarry,
Asphalt Road-Mix

The attached four page report, #828641, evaluates subject quarry material for use in asphalt road-mix construction. Tests made on compacted asphalt mixes include dry and wet compressive strength, stability, cohesion and void content. Specimen test gradations were "as received" and adjusted to 20% passing the ¼" sieve. Four grades of cationic emulsified asphalt and two liquid asphalts, untreated and treated with Darakote antistripping additive, were applied.

Test values indicate that satisfactory asphalt road mix can be produced with liquid or emulsified asphalt as binder. Experience and test results have proven that quality emulsified asphalt mixes can be obtained only when moisture content, asphalt content and mixing conditions are maintained at ideal standards. Therefore, the decision as to whether to use an emulsion depends upon the type of equipment to be used and the season at construction. The equipment must be capable of producing a uniform mixture and maintaining the emulsion and water content as specified.

Test results of the mixtures containing liquid grade asphalts indicate that those with RC-800 to be of a better quality. The higher cohesion values and retained strengths obtained with RC-800 can be accounted for by the fact that RC-800 contains approximately 10% less volatile solvent than RC-250. This requires less curing for optimum strength and provides a higher residual asphalt content.

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Mix specimens were prepared and tested containing a reduced ¼-0 fraction. The curing rate was increased as expected, however the mixtures did not provide sufficient aggregate surface contact for satisfactory strength.

The following are recommended crushed base equivalents for subject aggregates, standard specification 3/4"-0 or 1"-0, when mixed with the indicated type and quantity of asphalt.

1. 1.5 C.B.E., 6.0% RC-800 treated with ½% Darakote.
2. 1.4 C.B.E., 7.5% RC-250 treated with ½% Darakote.
3. 1.4 C.B.E., 5.5% SM-K

O. A. WHITE
Engineer of Materials & Research
by

J. E. Wilson, Jr.

J. E. WILSON, JR.
Asst. Engineer of Materials
and Research

JEW:zf

cc: L. Chandler
F. Yarbrough
H. S. Cox
R. J. VanCleave
R. J. Carstensen

RECEIVED
OCT 9 - 1967
FOR FILING

S-41(6)

7002

October 3, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7002 awarded to Rogue River Paving Company, Inc., for paving the South Fork Reese Creek-Reese Summit Section of FAS 287 in Jackson County was completed on August 18, 1967, and accepted by the Highway Commission on October 2, 1967.

Final payment in the amount of $4,464.89 will be released to the contractor after October 10, 1967. The total contract amount is $101,971.44 including $1,547.30 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

fhm

cc Rogue River Paving Co., Inc.
P. O. Box 250
Medford, Oregon 97501

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 3 - 1967
FOR FILING

S-41(6)

7002

October 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 18, 1967, on Contract No. 7002. The contract was with Rogue River Paving Company, Inc., and was for paving on the South Fork Reese Creek-Reese Summit Section of FAS 287 in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 2, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

srb kf

JACKSON COUNTY ENGINEER

F.A.S. 287
Jackson Co.

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

September 18, 1967

Contract 7002

Mr. Bill Brown
Resident Engineer
P. O. Box 368
Medford, Oregon 97501

Dear Mr. Brown:

The Jackson County Court and myself have inspected the paving of the Reese Creek Summit section of the Butte Falls Road (FAS 287) as performed by the Rogue River Paving Company under contract with the Oregon State Highway Department. We find that this work is satisfactory with Jackson County and hereby formally accept the project as completed.

RECEIVED
SEP 25 1967
ENGINEER
COUNTY & CITY DIVISION

Very truly yours,

ROBERT J. CARSTENSEN
County Engineer
Jackson County

RJC:aw

ROSEBURG DIVISION
RECEIVED
SEP 21 1967
Assign ..... For .....
Reply ..... Action .....

NOTED
P. B. Arensmeier

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINGR [illegible]

NOTED
DON HARWELL

S-41(6)

FORM S-1 (REV 10-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S. Fk. Reese Cr. - Reese Sum.	WEEK ENDING: August 19, 1967	
	SECTION PREFIX: 515-1038	
HIGHWAY: FAS ~~2661~~ 287	COUNTY: Jackson	
NAME OF JOB: S. Fk. Reese Cr. - Reese Summit	KIND OF WORK: Paving	
CONTRACTOR: Rogue River Paving Co., Inc.	CONTRACT NUMBER: 7002	FEDERAL AID PROJECT NUMBER: S-41(6)
DATE OF CONTRACT: May 26, 1967	DATE WORK STARTED: July 10, 1967	ESTIMATED COMPLETION DATE: August 16, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 72
PROJECT AUTHORIZATION: $112,573.12	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 72
EXCLUSIVE OF ENGINEERING: $104,567.92	ENGINEERING AUTHORIZATION: $8,005.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $102,297.09	ENGINEERING COST TO DATE: $5,735.09	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.2%	PERCENT OF AUTHORIZATION 72 %	DATE PROJECT WAS COMPLETED: August 18, 1967

Semi-final estiamte to be submitted 8-21-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					3.4
MILES PARTIALLY COMPLETED					
MILES COMPLETED					3.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)					13,500
TOTAL QUANTITIES CORRECTED TO DATE					13,277
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					13,277
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Clear	1		
TUESDAY	Clear	1		
WEDNESDAY	Clear	1		
THURSDAY	Clear	1		
FRIDAY	Clear	1		
SATURDAY	Clear			

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	

REMARKS

Project complete. Contractor completed removing all of his equipment 8-18-67. Semi-final estimate will be submitted 8-21-67.

This is the last weekly report.

B E Brown

SIGNED B . E. Brown Resident Engineer LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-F21S

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 92021

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-18-67	CC 1074		515-1038-297

RECEIVED
JUL 18 1967
ENGINEER
COUNTY & CITY DIVISION

Jackson County
Courthouse
Medford, Oregon 97501
Attn R. J.Carstensen

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			22,500.00
Partial transfer of advance deposit for the South Fork Reese Creek - Reese Summit Section, FAS 287, covered by agreement dated 1-25-67.			17,500.00
To be retained			5,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

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JUN 15 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
BANDO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

S-41(C)

7002

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 15, 1967

Rogue River Paving Co., Inc.
P. O. Box 250
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7002 for paving on the South Fork Reese Creek-Reese Summit Section of FAS 287 in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

Encl.

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
6-90		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4 7002	*(PPM 21-7)* 6-14-67	Jackson
		PROJECT NO. S-4J(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 7.9 mi. W. of Butte Falls W. 3.23 mi.
S. Fk Reese Cr. - Reese Cr. Summit Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-12-67	3.194
OTHER *(Specify)*		

FUNDS Pro Rata 63.5%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 110,071	$ 69,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Klabo
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 14, 1967

Oregon State Highway Department

Fe al-414
Project No. S-41(6) Safety

S. FK. REESE CR.-REESE SUMMIT SECTION

ON FAS 287 IN JACKSON COUNTY

Project agreement estimate.

Salem, Oregon, May 31, 1967

Type Code 6201
Roadway (Sta. 170+72 to Sta. 351+36.36)(Contract No. 7002)

Class "B" Asphalt Concrete Mixture	13,500 ton	$ 5.47	$ 73,845.00
Asphalt Cement in Mixture	750 ton	32.00	24,000.00
Extra for AC Concrete Approaches	24 only	30.00	720.00
			$ 98,565.00
Flagging (57½% of Contractor's Cost)	All Req.		$ 1,500.00
		Subtotal	$100,065.00
		10% Engr. & Cont.	10,006.00
		Total	$110,071.00

Length of Project - - - - - - - - - - - 3.194 Miles
Cost of Roadway Per Mile - - - - $34,461.80

Federal Funds	$ 69,800.00
State Funds	20,135.00
County Funds	20,136.00
Total	$110,071.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

FAS 287
Jackson Co.

Fred W. Hil , Member
Helix

NOTED
H. S. COX

June 1, 1967

Jackson County Court
Courthouse
Medford, Oregon 97501

Gentlemen:

This is to acknowledge receipt of your advance deposit of $2[illegible],500.00 for the South Fork Reese Creek-Reese Summit Section of FAS 287. Contract No. 7002 has been awarded to Rogue River Paving Company Inc.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:mr

Encl.

cc: Robert J. Carstensen

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
JUL 27 1967
FOR FILING

S-41(6)

7002

A

Bid May 11

May 26, 1967

Rogue River Paving Co., Inc.
P.O. Box 250
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on May 17, 1967, accepted your proposal for paving on the S. Fork Reese Cr.-Reese Summit Section of FAS 287 in Jackson County for the sum of $98,565.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Jackson County is received and the sum of $22,500.00 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7002. Inclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 8, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head
Assistant Secretary

Attachments

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. R. Chandler
Bill Brown
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis

FAS 287 Jackson C

Fred W. Hill, Member
Helix

NOTED
H. S. COX

May 11, 1967

Jackson County Court
Courthouse
Medford, Oregon 97501

Gentlemen:

On May 11, 1967, a satisfactory bid was received from Rogue River Paving Company Inc., Medford for constructing the South Fork Reese Creek-Reese Summit Section of FAS 287. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding a contract.

Bid Items	$98,565
Flagging	1,500
12½% Engineering & Contingencies	12,508
ESTIMATED TOTAL COST.....	$112,573

County advance deposit:

20% of $112,573 = $22,514.60 or say $22,500

Please make this advance deposit in the amount of $22,500 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HRsnr

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Mansfield & Co.
2828 S. W. Corbett St.
Portland, Oregon 97201

Bid Tabulations

PROJECT #13 South Fork Reese Creek-Reese Summit
Section FAS 287

LOCATION Jackson County

OWNER Oregon State Hwy. Dept.

DATE May 11, 1967

ITEM NO.	QUANTITY	DESCRIPTION	BIDDERS			OTHER BIDDERS AMOUNT BID
1	13,500	Tons Cl. "B" Asphalt Conc. Mixture	73845			
2	750	Tons Asphalt Cement in Mixture	24000 720		37	
3	24	Only Extra for A.C. Conc. Approaches				$
						$
						$
						$
						$
						$
						$
						$

S-403 R4 7/60

Bond with **GENERAL**

PRINTED IN U.S.A.

S. FORK REESE CR.-REESE SUMMIT SECTION

FAS 287

JACKSON COUNTY

Federal-Aid Project No. S-41(6)
3.4 mi. Paving

Bids Received May 11, 1967

1.	13,500 ton	Class "B" Asphalt Concrete Mixture	$ 6.25	$ 84,375.00
2.	750 ton	Asphalt Cement in Mixture	38.00	28,500.00
3.	24 only	Extra for A.C. Concrete Approaches	35.00	840.00
			For Comparison of Bids	$113,715.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$113,715.00
Anticipated Additional Items:	
Flagging	1,500.00
	$115,215.00
Engr. & Cont. (12½%)	14,401.88
Estimated Net Authorization, Constr.	$129,616.88

RECEIVED
APR 28 1967

S-41(6)

April 28, 1967

MISC. CONTRACTS and AGREEMENTS No. 3318

Jackson County Court
Courthouse
Medford, Oregon 97501

Gentlemen:

Enclosed for your files is a fully executed copy of a construction finance agreement covering the South Fork Reese Creek-Reese Summit Section of the Butte Falls Road (FAS 287) in Jackson County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No. S-41(6)

Highway No. FAS 287

Project Name South Fork, Reese Creek-Reese Summit Section

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Medford, Oregon, this 24 day of April, 1967.

JACKSON County

County Judge

Commissioner

Commissioner

RECEIVED
APR 25 1967
ENGINEER
COUNTY & CITY DIVISION

(11/29/66)

NOTED
P. B. Arensmeier

c.c. - John Oaks 4/27/67
NOTED
R. H. PRANGE
(12-7-66 150)

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

APR 14 1967

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1967

In reply refer to: 08-35.EC/710.13

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Secondary Program

E.S. MARKE
MOTED

Mr. Young's March 30, 1967 letter requested inclusion of two Items in the subject program. These two Stage 2 Secondary Plan projects are detailed as follows:

Item	Project	Location	Work
970	S-41(6)	S. Fk. Reese Crk-Reese Crk. Summit	Pave
971	S-559(1)	S.P. & S. Ry O'xing & U.P.R.R. U'xing - Columbia Blvd. (Portland	2 structures

On Item 970, S-41(6) S. Fk. Reese Creek-Reese Creek Summit, this Item is approved today as a safety project and you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project is lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

On Item 971, S-559(1) Columbia Blvd. (Portland) we are deferring approval pending resolution of the following comments:

Our study of the planned structures seem to indicate a failure to meet the minimum design standards with respect to shoulder width or clearance. We feel the full shoulder width would be desirable because of the heavy density of traffic now and in the future (1987 ADT - 18,400). As this density is greater than many other routes it would appear this would be an excellent location to exercise the superior design standards you have developed. Although it is not clearly indicated it would appear that an exception to the Secondary Road Plan standards should have been requested. If this is the case these exceptions should have been cleared with us, preferably at the Division level, as noted in Mr. Klaboe's August 24, 1966 Secondary Plan Evaluation letter.

The westerly railroad separation proposed in this project involves the continuation of and eventually an increase of traffic on Swift Boulevard through the George residential area of North

REFERRED TO H-14-67
Young - Civil - Proj.
Off. Asst. Sistn. Hwy. Engr.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Portland. Our October 26, 1966 memorandum approved the addition of Route 940 to the Secondary System of this State subject to resolvement of this location problem. We have been informally advised that the official zoning of this area has been, is being, or will be changed from residential to industrial. Full documentation of the status of the revision in zoning should be furnished when the project is resubmitted to permit consideration of this item under provisions of Section B-5 of IM 50-2-65. The formal report reportedly prepared by the Portland Planning Commission in regard to changes in the George area should be included in this submission. Furthermore, adequate safety provisions should be taken in the George neighborhood for the protection of both vehicular and pedestrian traffic for which conflicts will continue to exist until the actual land use of this area is converted from residential to industrial usage.

This action provides only for the approval and authorization for Item 970 at a total estimated cost of $135,000 of which $84,000 is obligated of Federal-aid Secondary funds.

RECEIVED
APR 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
7002

RNC:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PRO

(PPM 21-1

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

. 23 mi. (65)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		650	1,100	87	08	Oregon	35	022	970

SUPV AGCY (68) (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 28	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
					S-	41(6)			

COUNTY NAME	CODE (14) (16)	PROGRAM STAGE
Jackson	029	

ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)	1 OR	2
S	287	Co. Rd.			X

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Two 12' lanes, high-type pave., with 4' to 8' paved shoulders. (Grading and rock base done by county.)
3.23	135,000	84,000	25,500	25,500 (Co.)	ROW - 60' min.; Access Control - None; Parking Restrictions - None.
3.23	135,000	84,000	25,500	25,500 (Co.)	

(16) (23) (24) (33)

REMARKS Assistance to displaced persons - none involved. This project qualifies as a safety project on the basis of accidents and engineering judgment and is listed on page 12, line 3, Jackson County, of the May 1966 Inventory.

USCOMM DUSCOMM-DC 48905-P61

S. Fk. Reese Cr. -Reese Cr. Summit Section

Project No. S-41(6)

Existing Facilities

A roadway with a 22' bituminous surface with 4' shoulders. Alignment is being improved and base rock is being placed to accommodate 2 - 12' travel lanes and shoulders variable from 4' to 8'.

Adjacent Sections

East End: 2 - 12' lanes paved with A.C., with 4' paved shoulders.
West End: 2 - 11' lanes of 0-11 oil mat, with 4' gravel shoulders.

Project Data

Pave with A.C. a strip 32' in width to provide for 2 - 12' travel lanes and 4' paved shoulders. Later using rock, the county will increase the shoulder by varying widths up to 4 feet.

Right of Way:	60' min.
Access Control:	None
RR Xing:	None
Minimum Design Standards:	No exceptions
System Action:	None required
Public Hearing:	None required
Unusual or Complicated Situations:	None

Route Data

Former Project S-41(4).

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PATTERSON, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
MAR 27 1967

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. Box 3503
PORTLAND, OREGON 97208

March 27, 1967

RECEIVED
MAR 3 1967
CONSTRUCTION
DIVISION

NOTED
F. B. KLABOE

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 21, 1967 which had enclosed the plan title sheets for a number of projects.

The following projects should have no adverse effect on fishery resources and are approved:

North Albany Interchange Section, Pacific Highway, Linn County
Stanfield Junction-Pendleton Section, Old Oregon Trail Highway, Umatilla County
Delena-Rainier Section, Columbia River Highway, Columbia County
Burlington-Portland Section, Columbia River Highway, Multnomah County
Reese Creek-Reese Creek Summit Section, FAS 287, Jackson County
Holmes Gap-Baskett Slough Section, Pacific Highway West, Polk County
Kent Section, FAS 666 and 668, Sherman County
Powell Valley Road-Duncan Road Section, Mt. Hood Highway, Clackamas County
Halsey-Eugene Section, Albany-Junction City and Pacific Highways, Lane and Linn Counties
Drake Creek-Warner Highway Section, FAS 807, Lake County

Regarding the LaGrande Section, we wish to consult with our regional personnel before approval. Considerable spawning of anadromous fish occurs in the area of the extensive channel change and some provisions may be needed.

We will write you regarding this project in a very short time.

3-28-67 Copies to:

F. B. Klaboe	L.W. Rulien (4)
L. H. Young	R.D. Asburry (8)
Frank Hall (11)	L.R. Chandler (4)
T. C. Roake	J. F. Putnam (4)
J. E. Morelock	A. F. Pareon (4)

fw

ROK/dm

cc: Director OFC

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By L. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
MAR 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 22 1967

FOR FILING
S-41(6)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1967

NOTED
F. B. KLABOE

SUBJECT: Safety Project S-41(1)
South Fork Reese Creek-Reese Summit
FAS 287, Jackson County

To:
Mr. L. H. Young
Office Engineer

Attention: R. H. Chase

The subject project involves grading and placing of base rock by County Forces and construction of an A.C. pavement by FAS-C contract. It is proposed to widen the roadway and to eliminate sharp curves, adverse grades and blind verticals throughout the entire 3.4 mile length of the project.

Jackson County included this project in its safety improvement program inventory report dated January 24, 1966 (See attached county report). It was in turn submitted to the Bureau of Public Roads in the State's Inventory of Hazardous Locations dated May 1966,

A report from the Traffic Analysis Section of the Traffic Engineering Division shows that six known reported accidents occured during 1965 and six for 1966 for a total of twelve accidents during the two year period in the area of the project (See attached accident listings).

1965 traffic counts indicate an average A.D.T. of 900 vehicles with approximately 10% assigned to log trucks.

The project does not involve a major relocation of an existing route but rather a number of realignments throughout the length of the project to eliminate hazardous locations. These realignments are so numerous and so nearly contiguous that the combination of all the individual hazardous location improvements would practically span the whole project. It is therefore recommended that the entire South Fork Reese Creek-Reese Summit Section of FAS 287 be programmed as a safety project.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Field Engineer

cc: F. B. Klaboe

RECEIVED
MAR 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

LOCAL FEDERAL AID SECONDARY SYSTEM
SAFETY IMPROVEMENT PROGRAM
Inventory Report

County Jackson Date Jan. 24, 1966

FAS 287 Road Name Butte Falls

Hazardous Location (by mile point) From Crater Lake Hwy to RoseCreek Summit (4.75 miles)

Basis of Determination:

Visual Inspection: Yes X No____

Accident Record: Yes X No____

(If yes, give number of accidents: 12 '65 & '66

Type of Hazard:

Sharp Curves X Blind Verticals X

Dangerous Intersection____ Railroad X'ing____

Narrow Road X Narrow Bridge____

Other____

Type of Correctional Improvement Required: Reconstruction to F.A.S. Standards.

Priority Rating for Improvement____

Date of Improvement (year) 1967 - 1969

Estimated Cost ~~$~~ $400,000

County Funds: Yes ✓ No____

FAS Funds: Yes ✓ No____

RECEIVED
FEB - 3 1966
ENGINEER
COUNTY & CITY DIVISION

(12/24/65)

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION — 3/17/67 CS

Rural Motor Vehicle Accident Listing

LOCATION Jackson Co

Butte Falls Rd.

Hwy. No. ____ Rte. No. ____
From M.P. Reese Cr. Rd
To M.P. Summit (E. of McNeil Cr. Rd.)
Period Covered: 1-1-65 to 12-31-66

	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
																			Animal – X
1965			1			1		3				x 1	6		2	4		2	= game
1966								4				x 2	6		3	3		4	= game = stock
TOTAL			1			1		7				3	(12)		5	7		6	

Safety Project 4/93 No

MEMO TO R. N. CHASE Date ~~March~~ March 14, 1967

FAS 287, Jackson COUNTY: South Fork Reese Creek ~~Creek~~ Summit SECTION

TERMINI: From a point 3.3 miles east of the junction with FAP 269 northeasterly to a point 7.9 miles west of Butte Falls (M.P. 3.3 to M.P. 6.7).

PROPOSED WORK: A C Paving

H. S. COX

PROJECT LENGTH: 3.4 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$135,000	$81,000	$27,000	$27,000	

EXISTING FACILITIES: A roadway with a 22' bituminous surface with 4' shoulders, is being graded and based by county forces. Alignment is being improved and base rock is being placed to accomodate 2-12' travel lanes and shoulders variable from 4' to 8'

ADJACENT SECTIONS:
~~EAST~~/EAST END: 2-12' lanes paved with A C with 4' paved shoulders

~~WEST~~/WEST END: 2-11' lanes of 0-11 oil mat with 4' gravel shoulders

PROJECT DATA: Pave with A C a strip 32' in width to provide for 2-12' travel lanes and 4' paved shoulders. Later using rock the county will increase the shoulder by varying widths up to 4 feet.

RIGHT-OF-WAY: 60' minm
ACCESS CONTROL: none

RR XING: none
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION none required
PUBLIC HEARING: none required

UNUSUAL OR COMPLICATED SITUATIONS: none

ROUTE DATA: Former project S-41(4)

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

March 10, 1967
(date)

NOTED
H. S. COX

NOTED
P. B. Arensmeier

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 287

NOTED
MANNOR C. HOLMES

Section Reese Creek-Reese Creek Summit: Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [✓]

If answer is yes, please list organizations:

RECEIVED
MAR 24 1967
ENGINEER
COUNTY & CITY DIVISION

March 22 67
(date)

By Thos M. Mills

By Lauren Gibbs
Commissioner

By Dale Adams
Commissioner

Copy to L H Young
Attention Duane Ridings

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
HAROLD
REYNOLDSON

FORM E-20 REV 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 18, 1967

RECEIVED
JAN 24 1967
ENGINEER
COUNTY & CITY DIVISION

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: Estimate of Cost
Reese Creek-Reese Creek Summit
Butte Falls Road
FAS 287

NOTED
H. S. COX

Attention D. J. Barbee

I am attaching an estimate of cost prepared by Mr. Bill Brown for the above subject project. This project is one similar to a previous section in which we paved on an already graded and surfaced section of roadway. This work was done by Jackson County. It is my belief that no survey authorization was required and that this estimate of cost should be sufficient to complete the plans on this FAS project. If anything further is required than the data which is transmitted, please notify this office.

J. B. BOYD
Assistant Division Engineer

JBE/cw
Attach.
cc H. S. Cox
B. E. Brown

Routing

E

RECEIVED
CONSTRUCTION
DIVISION

CARSTENSEN

Litchfield
Olson

Gifford

BEN GIFFORD

JOB TO BE PRESENTED to Comm
1-31-67

NOTED
ARNOLD
REYNOLDSON

Returned to Ben 1/31/67

NOTED
DON HARWELL

FORM E-90 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 18, 1967

NOTED
H. S. COX

NOTED
P. B. Arensmeier

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

Attention D. J. Barbee

SUBJECT: Estimate of Cost
Reese Creek-Reese Creek Summit
Butte Falls Road
FAS 287

NOTED
RICHARD UNREIN

I am attaching an estimate of cost prepared by Mr. Bill Brown for the above subject project. This project is one similar to a previous section in which we paved on an already graded and surfaced section of roadway. This work was done by Jackson County. It is my belief that no survey authorization was required and that this estimate of cost should be sufficient to complete the plans on this FAS project. If anything further is required than the data which is transmitted, please notify this office.

J. B. BOYD
Assistant Division Engineer

JBB/cw
Attach.
cc H. S. Cox
B. E. Brown

RECEIVED
JAN 19 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

12 21 66

JACKSON COUNTY
PROPOSED PROJECT (1967 Funds)

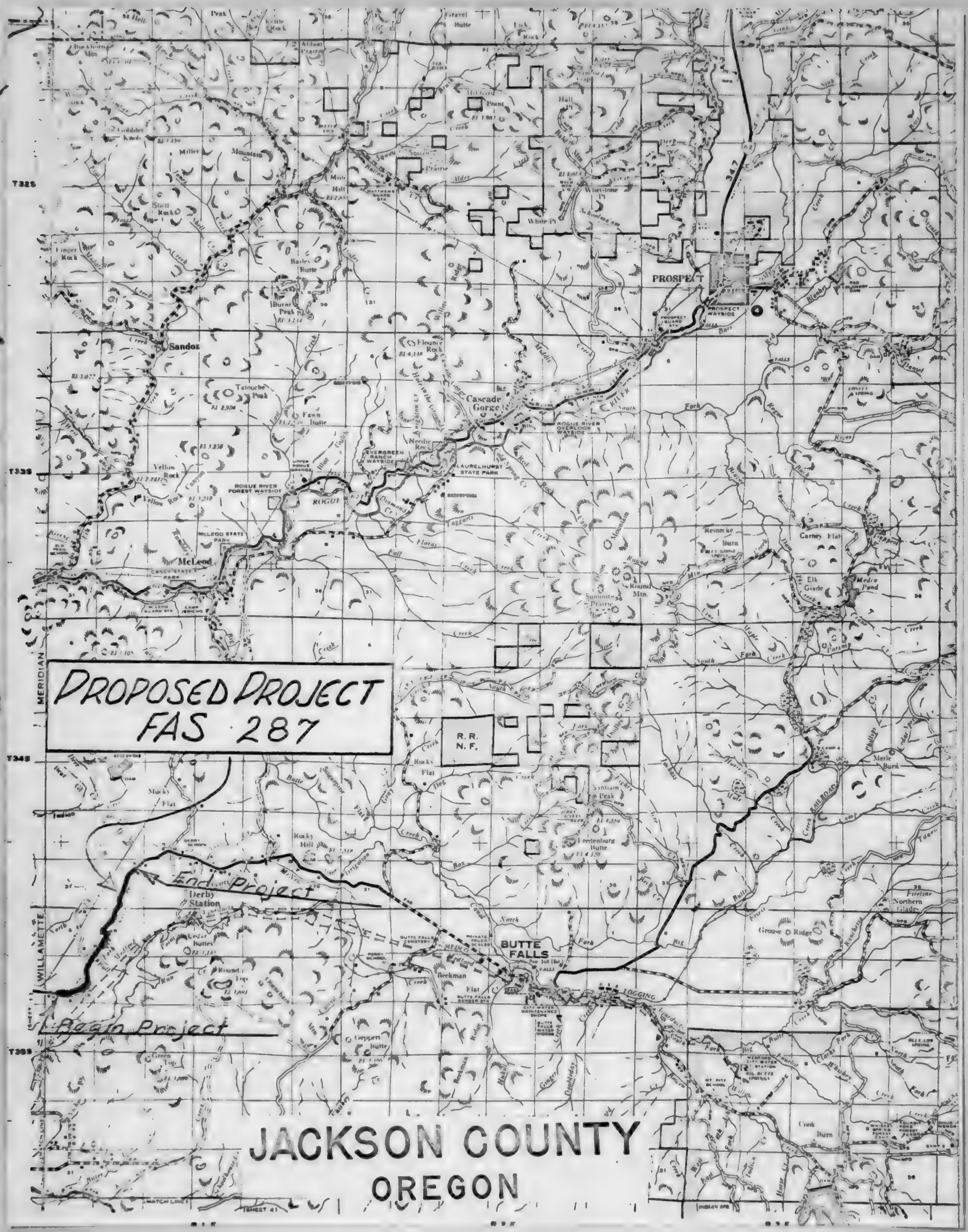
FAS 287, Butte Falls Road. Reese Creek to Reese Creek Summit Section ($130,000)
3.4 miles.

State to pave with A C 32' wide (2-12 foot lanes and 4 foot shoulders). County will do survey. Clearing, grading, drainage, rock base, and leveling coarse will be done by County. County quarry may be used by contractor for paving aggregate. No additional right of way necessary. County will alter or replace structures.

HIWAY COMMISSION
APPROVED ON
JAN 31 1967

Tab. 67-a

12/28/66


PROPOSED PROJECT
FAS 287
End Project
Begin Project
PROSPECT
BUTTE FALLS
Sandoz
Derby Station
McLeod
ROGUE
Cascade Gorge
R.R. N.F.
JACKSON COUNTY
OREGON

Safety

COUNTY ROAD FAS PROJECT DATA

1. Name of County Jackson FAS No. 287

2. County Road Name Butte Falls Road

3. Section Name Reese Creek to Reese Creek Summit Length 3.4 miles

4. Type of Project Paving

5. Survey to be done by: State _____ County X
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes X No _____

Will it be furnished? Yes _____ No _____

7. Wearing Surface: Type A. C. Width 32' Shoulders 4' paved

8. Grading & Drainage:

By County X County Date of Completion 4/1/67 By Contract _____

9. Bottom Base Course:

By County X County Date of Completion 5/10/67 By Contract _____

10. Leveling Course:

By County X County Date of Completion 6/1/67 By Contract _____

11. Wearing Surface:

By County _____ County Date of Completion _____ By Contract X

12. Clearing:

By County X County Date of Completion 1/15/67 By Contract _____

13. Is there any merchantable timber on right-of-way? Yes _____ No _____

14. Will timber be reserved for owner? Yes _____ No _____

15. Will timber become property of contractor? Yes _____ No _____

Remarks _____

MATERIAL SOURCE -

16. Gravel _____ Quarry X Cinders _____

17. Owner: County X State _____ Private _____

18. Location: E 1/2 Section 7 Township 35S Range 1 E. W.M.

CAR 61-L

19. Materials furnished by County: Borrow X Select Topping X

Base Course X Level Course X Mineral Aggregates ____

20. Miscellaneous Items: _____

Remarks: Paving contractor may use County owned quarry.

_____

FINANCIAL- -

21. Estimated Cost: $102,000.00

22. Available FAS Funds: $ Sufficient

23. Date Match Money is Available: On demand by State

24. Will there be any 100% County Money? Yes ____ No X

25. Maximum Amount of 100% County Money Available: $_____

26. Date County Requests Letting: May 1967

Remarks_____

_____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes ____ No X

28. Will right-of-way be acquired by: Resolution ____ or Deed ____

29. Should State prepare options? Yes ____ No ____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ____ No ____

31. Should material source site be included in right-of-way descriptions?

Yes ____ No ____

32. Does project run inside city? Yes ____ No X
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. [redacted])

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes ____ No X
(NOTE: County must move all utilities located on present right-of-way.)

Remarks_____

LR 61-2

RAILROADS- - - -

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: _____

_____

_____

_____

50. (c) Surveys (Coordination with outside surveys)

Explain: _____

_____

_____

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes____ No____

52. Does County wish sight posts installed? Yes____ No X

53. Does County wish guard rail installed? Yes____ No X

54. Does County wish seeding and mulching incorporated into job?

Yes____ No____

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

_____ County

_____ Date

By _____
Judge or Commission Chairman

By _____
County Engineer

_____
O.S.H.D. Field Engineer

Date _____

RECEIVED
DEC 23 1966
ENGINEER
COUNTY & CITY DIVISION

CCR 4-4

COUNTY ROAD FAS PROJECT DATA

1. Name of County Jackson FAS No. ~~287~~ 15-10

2. County Road Name Butte Falls Road

3. Section Name Reese Creek to Reese Creek Summit Length 3.4 miles

4. Type of Project Paving

5. Survey to be done by: State _____ County X
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes X No ____

Will it be furnished? Yes ____ No ____

7. Wearing Surface: Type A. C. Width 32' Shoulders 4' paved

8. Grading & Drainage:

By County X County Date of Completion 4/1/67 By Contract ____

9. Bottom Base Course:

By County X County Date of Completion 5/10/67 By Contract ____

10. Leveling Course:

By County X County Date of Completion 6/1/67 By Contract ____

11. Wearing Surface:

By County ____ County Date of Completion ____ By Contract X

12. Clearing:

By County X County Date of Completion 1/15/67 By Contract ____

13. Is there any merchantable timber on right-of-way? Yes ____ No ____

14. Will timber be reserved for owner? Yes ____ No ____

15. Will timber become property of contractor? Yes ____ No ____

Remarks ____

MATERIAL SOURCE -

16. Gravel ____ Quarry X Cinders ____

17. Owner: County X State ____ Private ____

18. Location: E 1/2 Section 7 Township 35S Range 1 E. W.M.

CAR 61-8

19. Materials furnished by County: Borrow X Select Topping X

Base Course X Level Course X Mineral Aggregates ____

20. Miscellaneous Items: _____

Remarks: Paving contractor may use County owned quarry.

_____

FINANCIAL- -

21. Estimated Cost: $102,000.00

22. Available FAS Funds: $ Sufficient

23. Date Match Money is Available: On demand by State

24. Will there be any 100% County Money? Yes ___ No X

25. Maximum Amount of 100% County Money Available: $_____

26. Date County Requests Letting: May 1967

Remarks_____

_____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes ___ No X

28. Will right-of-way be acquired by: Resolution ____ or Deed ____

29. Should State prepare options? Yes ____ No ____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ____ No ____

31. Should material source site be included in right-of-way descriptions?

Yes ____ No ____

32. Does project run inside city? Yes ____ No X
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. [redacted])

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes ____ No X
(NOTE: County must move all utilities located on present right-of-way.)

Remarks_____

LLR 61-8

RAILROADS- - - -

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: _____

_____

_____

_____

50. (c) Surveys (Coordination with outside surveys)

Explain: _____

_____

_____

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No___

52. Does County wish sight posts installed? Yes___ No X

53. Does County wish guard rail installed? Yes___ No X

54. Does County wish seeding and mulching incorporated into job?

Yes___ No___

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

_____ County

_____ Date

By _____
Judge or Commission Chairman

By _____
County Engineer

_____
O.S.H.D. Field Engineer

Date _____

RECEIVED
DEC 23 1966
ENGINEER
COUNTY & CITY DIVISION

CCR 4-8

316-1710 Metolius (Butte Ave.) Sec. 1967
(Grading and oiling)
#7003

v 4 32607

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date November 3, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1967

Contract # 7003 Prefix 316-1710 Survey Prefix 316-1455

Street Butte Avenue

City Metolius

Payments to Contractor..(See attached voucher.)	$ 13,820.95
Engineering and Contingencies.....	1,640.65
Survey... Total: $ 788.57 City's Pro-rata Share.....	---
TOTAL.....	$ 15,461.60
Agreed State Share	15,461.60
Agreed City Share	$ ---
City Advance Deposit	$ ---

Reference: Outside Billing None

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: JEFFERSON

CONTRACT NO.: 7003

ESTIMATE NO.: 2

FEDERAL AID PROJECT NO.:

HIGHWAY: CITY STREET

SECTION: METOLIUS /BUTTE AVE/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	WATERING		M GALS	3.0000	121.5
002	MOVING COSTS		LUMP SUM	1,000.0000	1.0
003	MOTOR GRADER		HRS	20.0000	42.0
004	FRONT END LOADER		HRS	20.0000	33.5
005	DUMP TRUCKS		HRS	12.0000	56.0
006	LABORERS		HRS	7.0000	102.5
007	GRID-ROLLED CINDERS IN	BASE	CU YDS	1.1000	2,604.5
008	3/4 IN-0 MATERIAL IN BASE		CU YDS	3.0000	416.0
009	3/4 IN-0 AGGREGATE IN	PRIME COAT	CU YDS	5.0000	50.
010	200-300 ASPHALT IN	PRIME COAT	TONS	55.0000	7.
011	AGGREGATES IN ASPHALT	MACADAM	CU YDS	5.0000	270.
012	200-300 ASPHALT IN	ASPHALT MACADAM	TONS	50.0000	26.
013	FURNISH 12-INCH CULVERT	PIPE	LIN FT	4.5000	315.
014	FURN 21-INCH ARCH-TYPE	PIPE	LIN FT	5.0000	50.
015	EXTRA FOR ASPHALT MACADAM	APPROACHES	ONLY	40.0000	12.

DATE: 07/31/67

7003

PREVIOUS VOUCHER NO.: 3391

CHECKED BY: AW/md

ENGINEER OR AUDITOR: R. H. Clark

TOTAL CONTRACT ITEM

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMENT

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	7003	2 F	316-1710-204 (41) 673.10 Dr.
	FEDERAL AID PROJECT NO.		
E/			

NITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LS	3.0000	121.500	364.50	364.50	
SUM	1,000.0000	1.000	1,000.00	1,000.00	
	20.0000	42.000	840.00	840.00	
	20.0000	33.500	670.00	670.00	
	12.0000	56.000	672.00	672.00	
	7.0000	102.500	717.50	717.50	
DS	1.1000	2,604.500	2,864.95	2,864.95	
DS	3.0000	416.000	1,248.00	1,248.00	
DS	5.0000	50.000	250.00	250.00	
	55.0000	7.000	385.00	385.00	
DS	5.0000	270.000	1,350.00	1,350.00	
	50.0000	26.230	1,311.50	1,311.50	
FT	4.5000	315.000	1,417.50	1,417.50	
FT	5.0000	50.000	250.00	250.00	
Y	40.0000	12.000	480.00	480.00	
TOTAL CONTRACT ITEMS			13,820.95	13,820.95	
% RETAINED ON CONTRACT ITEMS				673.10	673.10
FORCE ACCOUNT					
TOTAL PAYMENTS			13,820.95	13,147.85	673.10

8/11/67

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AUG 10 1967
FOR FILING
316-1710
7003

August 10, 1967

AIR MAIL
The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 7003 awarded to Babler Bros., Inc., for grading and oiling on Butte Avenue in Metolius in Jefferson County was completed on July 18, 1967, and accepted by the Highway Commission on August 9, 1967.

Final payment in the amount of $673.10 will be released to the contractor after August 17, 1967. The total contract amount is $13,820.95 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, Oregon 97202

Walter B. Ango Insurance Agency
Equitable Building
Portland, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
AUG 10 1967
FOR FILING

316-1710

7003

August 9, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 18, 1967, on Contract No. 7003. The contract was with Babler Brothers and was for the grading and oiling of Butte Avenue in the City of Metolius in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 9, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

srb/ja

316-1710

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Metolius (Butte Ave.)		WEEK ENDING: July 29, 1967
		SECTION PREFIX: 316-1710
HIGHWAY: City Street		COUNTY: Jefferson
NAME OF JOB: Metolius (Butte Ave.)	KIND OF WORK: Grading and Oiling	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 7003	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 17, 1967	DATE WORK STARTED: July 5, 1967	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 85	CALENDAR DAYS USED 49
PROJECT AUTHORIZATION: $ 15,369.75	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 58
EXCLUSIVE OF ENGINEERING: $ 14,276.79	ENGINEERING AUTHORIZATION $ 1,092.96	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 14,275	ENGINEERING COST TO DATE $ 1,470	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 134 %	DATE PROJECT WAS COMPLETED: July 18, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.27		0.27		0.27	
MILES PARTIALLY COMPLETED								
MILES COMPLETED			0.27		0.27		0.27	
TOTAL ESTIMATED QUANTITIES (CONTRACT)			$ 5,650		3100 CY		305CY 31T	
TOTAL QUANTITIES CORRECTED TO DATE								
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			6,200		3120		320 33	
AVERAGE DAILY QUANTITIES			1200		1560		160 16	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swen

Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUL 31 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal Estimate submitted to Division Office on monday.
Letter of acceptance from City of Metolius mailed on tuesday.

Final Report.

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

FORM 6-123

RECEIVED
JUN 1 1967
FOR FILING

GLENN JACKSON, CHAIRMAN
MEDFORD
KENNETH H. BRADLEY, MEMBER
WALDO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

316-1110
7003

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 31, 1967

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7003 for grading and oiling on Butte Avenue in the City of Metolius in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm
Encl.

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Walter B. Ango Insurance Agency
Equitable Building
Portland, Oregon

RECEIVED
MAY 19 1967
FOR FILING

316-1218
7113

May 18, 1967

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

Gentlemen:

Inclosed are three copies of Contract No. 7203 for $13,462.00 awarded to you by the State Highway Commission on May 17, 1967. This contract is for grading and oiling on Butte Avenue in the City of Metolius in Jefferson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 31, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
J. F. Putnam
R. H. Clark

NOTED
H. S. COX

Fred W. Hill, Member
Helix

May 12, 1967

Mr. Kenneth H. Sohn
City Recorder
P.O. Box 337
Metolius, Oregon 97741

Dear Mr. Sohn:

On May 11, 1967, the State Highway Commission opened bids on the 1967 Special City Allotment project on Butte Avenue in Metolius. The apparent low bid was submitted by Babler Brothers Inc. of Portland and the anticipated cost based on the bid is as follows:

Contractor's bid	$13,462.00
Anticipated Additional Items	200.00
TOTAL.....	$13,662.00
Engineering & Contingencies (12½%)	1,707.75
ANTICIPATED TOTAL COST.....	$15,369.75

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RUimr

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

Salem Oregon

PUBLIC INFORMATION OFFICE PHONE 364-2171 Ext. 1501

67-60-S

NEWS RELEASE

NOTED H. S. CO.

FOR IMMEDIATE RELEASE April 19, 1967

The Oregon State Highway Commission will meet in Salem to receive bids on 28 projects on Thursday, May 11, instead of May 4, as originally scheduled.

Forrest Cooper, state highway engineer, said the meeting would start at 9 a.m. in the State Highway Building.

#######

April 25, 1967

This applies to your 1967 Special City Allotment project. You will be notified of the low bid on your project within a few days after May 11, 1967.

NOTED RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

Copies sent To: Vale
Sutherlin
Merlin
Lafayette
Haines
Canyonville

RECEIVED APR 28 1967 ENGINEER COUNTY & CITY DIVISION

NOTED R. H. PRANGE

NOTED HAROLD REYNOLDSON

NOTED P. B. Arensmeier

NOTED MAINOR C. HOLMES

NOTED DON HARWELL

April 12, 1967

Mr. Kenneth H. Sohn
City Recorder
P.O. Box 337
Metolius, Oregon 97741

Dear Mr. Sohn:

Enclosed are two plans for the 1967 Special City Allotment project on Butte Avenue in Metolius.

Please review, and if you approve, return one print with your approval noted thereon.

Bids for this project will be opened May 4, 1967 and the estimated cost is $23,800. Please keep this figure confidential.

Your earliest consideration of this matter will be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr
Encl.

NOTED
MAINOR C. HOLMES

NOTED
[illegible] HARWELL

Metolius (Butte Hvy) Section

April 13 1971

Cost Estimate

RECEIVED
APR - 7 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

Item No	Item	Quantities	Unit Price	Amount
1	Watering	90 M-gals	6.00	540 —
2	Moving Costs	1 Lump Sum		500 —
3	Motor Grader	50 Hrs	22.00	1100 —
4	Front End Loader	20 "	20.00	400 —
5	Dump Trucks	40 "	16.00	640 —
6	Laborers	50 "	6.00	480 —
7	Grid-Rolled Cinders in Base	2670 Cu.Yds.	2.50	6675 —
8	3/4"-0 Material in Base	430 " "	6.00	2580 —
9	3/4"-0 Aggregate in Prime Coat	40 " "	10.00	400 —
10	200-300 Asphalt in Prime Coat	6 Tons	75.00	450 —
11	Aggregates in Asphalt Macadam	265 Cu.Yds.	10.00	2650 —
12	200-300 Asphalt in Asphalt Macadam	25 Tons	75.00	1875 —
13	Furnish 12-inch Culvert Pipe	370 Lin. Ft.	5.00	1850 —
14	Furnish 21-inch Arch-Type Pipe	55 " "	6.00	330 —
15	Extra For A.C. Conc. Approaches	12 Only	40.00	480 —
				20,950 —
				200 —
				21,150 —
			+12½%	2,643.75
				$ 23,793.75

Extra Items

Flagging 200 —

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NO
H.S.C.

Salem, Oregon
March 29, 1967

1967 Special City Allotment Project
Butte Avenue
City of Metolius

Mr. J. E. Morelock

B U I L D I N G

The survey data on the above named section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RUsmr
Att.

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Narrative Report
Butte Avenue
City of Metolius
Jefferson County

This was a survey to prepare plans, specifications and estimate for grading and oiling Butte Avenue from 5th Street to 9th Street in the City of Metolius. Length of project is 0.24 mile.

The survey revealed there were ditches carrying irrigation and waste water within the area required for grading. The City is going to move these outside the grading area. There are five power poles inside the right of way and within the proposed slopes. The City has contacted the power company and they will move the poles. The City has also contacted property owners in regards to moving fence to right of way line.

Grading will be minor and it is deemed advisable to do this on equipment rental. There will be approximately 900 cubic yards surplus excavation. This to be disposed of within the City at places to be designated.

Cinders for grid-rolled base may be obtained from Round Butte. The City has obtained a permit from the Forest Service and the City of Madras. We should not permit cinders to be obtained from the area that the State has a permit on, as the quantity here is diminishing.

Aggregate for the leveling course and O-11 oil mat should be crushed rock or gravel and to be furnished by the contractor.

No major problems are anticipated during construction.

R. H. Clark
Res. Engineer

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

CITY OF METOLIUS

METOLIUS, OREGON
3/20/67

Mr Bob Clark.
State Highway Dept
Bend.Oregon.

Dear Sir;Refering to our telephone conversation of the PM regarding the availability of red cinders from Roune Butte to be used on the project here in Metolius.

In a telephone conversation with Mr Mohan of Prineville last week he imformed that it would be satisfactory to remove the needed cinders from Rounde Butte for this project,and on our application by writing he would grant a permitte to cover same.

This has been taken care of and no doubt we will have the permitte within a few days.

Yours Very Truly
Joe H Douglass

Joe H Douglass.Mayor of Metolius

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

BUTTE AVENUE (METOLIUS)
City Street
Jefferson County

QUANTITY SUMMARY & COST ESTIMATE

No.	Item	Unit	Net	Allow.	Gross	Price	Amount
1.	Moving Costs	All	All	---	All	500.00	500.00
2.	Motor Grader, minimum 21,500	Hour	36	4	40	22.00	880.00
3.	Front End Loader, minimum 2-1/2 cubic yard	Hour	18	2	20	20.00	400.00
4.	Dump Trucks, minimum 8 cu yd	Hour	36	4	40	16.00	640.00
5.	Laborers	Hour	36	4	40	7.00	280.00
6.	Watering	M-Gal	75	10	85	6.00	510.00
7.	Grid rolled cinders in base	cu yd.	2,305	235	2,540	2.50	6,350.00
8.	3/4"-0 Mat'l. in leveling course	cu. yd.	365	35	400	6.00	2,400.00
9.	3/4"-0 Mat'l. in prime coat	cu yd.	37	3	40	10.00	400.00
10.	200-300 asphalt in prime coat	ton	6	1	7	75,00	525.00
11.	Agregates in asphalt macadam	cu yd.	240	25	265	10.00	2,650.00
12.	200-300 asphalt in asphalt macadam	Ton	23	3	26	75.00	1,950.00
13.	12 inch conc. culvert pipe	Lin ft.	4	2	6 ?	5.00	30.00
14.	16"x 25" arch type pipe	Lin ft.	42	4	46	7.00	322.00
		Sub-total					$ 17,837.00
		Flagging					200.00
		Sub-total					18,037.00
		Engineering & Contingencies (20%)					3,607.40
		TOTAL					$ 21,644.40

NOTED
RICHARD UNREIN

RECEIVED
MAR 1 - 1967

216-1710
7003

February 28, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3267

City of Metolius
City Hall
Metolius, Oregon 97742

Gentlemen:

Enclosed for your files is a fully executed copy of a special street fund agreement with the City of Metolius in Jefferson County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
JAN 17 1967

1-13-67

Prefix No. 316-1455

LOCATION PROSPECTUS
BUTTE AVENUE (METOLIUS) SECTION
CITY STREET - JEFFERSON COUNTY

HIGHWAY: City Street, Butte Avenue, City of Metolius. Not on Federal-aid or State system.

TERMINI: Northerly end of project at 5th Street. Southerly end of project at 9th Street.

LENGTH: 0.24 mile.

PROGRAM: 1967 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimate for grading and oiling of Butte Avenue. Reconnaissance is not necessary. Soils investigations will be made. Drainage problems are not anticipated.

CHARACTERISTICS: ADT not known. Traffic is light residential and school buses.

TYPICAL SECTION: 22-foot travel way with 4-foot shoulders.

BASE DESIGN: The tentative base design for construction is:

0-11 Oil Mat	1-1/4"
Top Course Base	2 "
Bottom Course Base	11-1/2"
Total Depth	14-3/4"

MATERIALS: Sources of material will be located and referenced to the project during the survey.

BRIDGE: None.

ACCESS: No control, jurisdiction of the City of Metolius.

RECEIVED
JAN 18 1967
OFFICE
STATE HIGHWAY ENGR

ADDITIONAL FACILITIES: None.

NOTED

AGREEMENTS: Routine negotiations for a Special City Allotment Project.

PARKS: None affected.

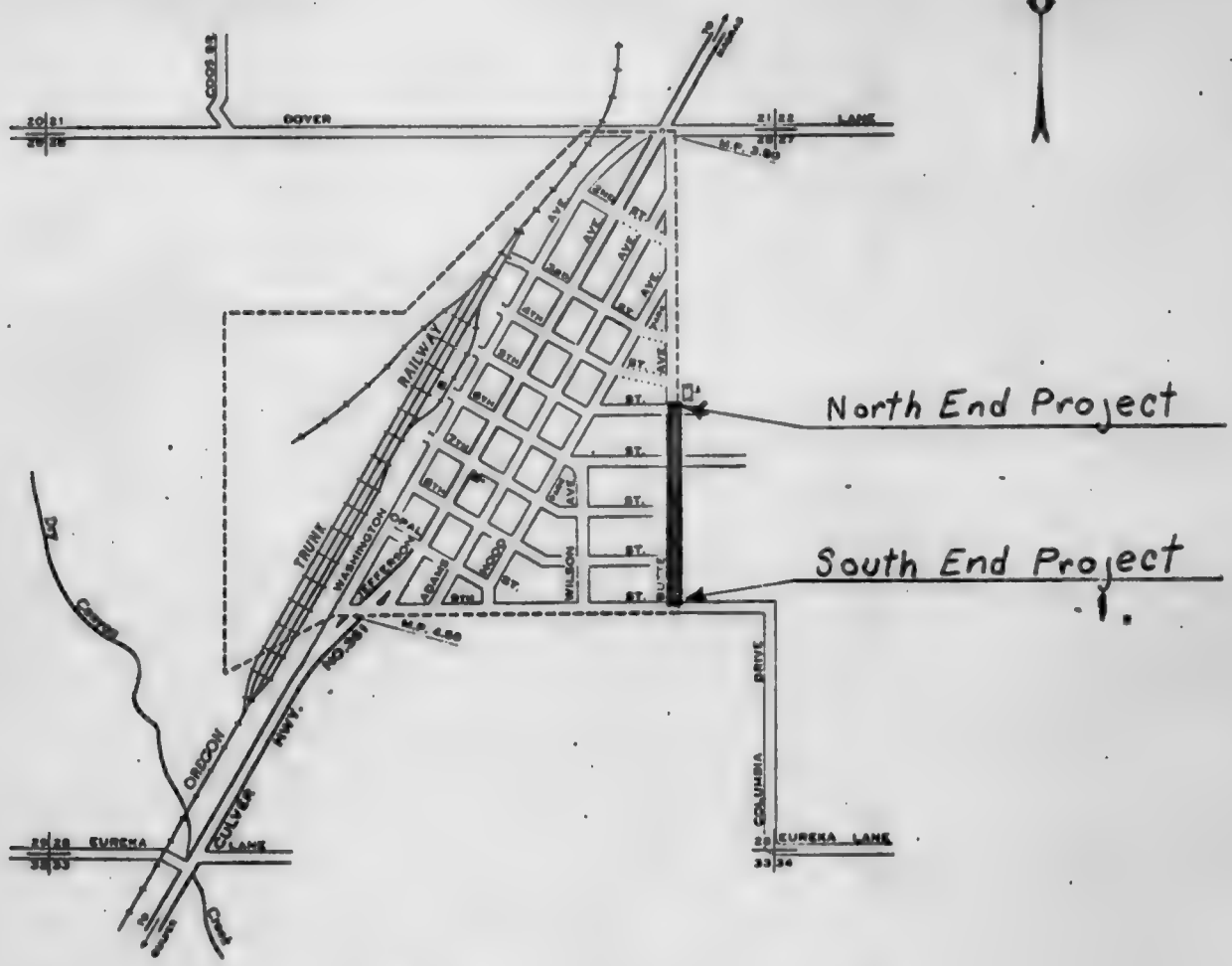
January 13, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards

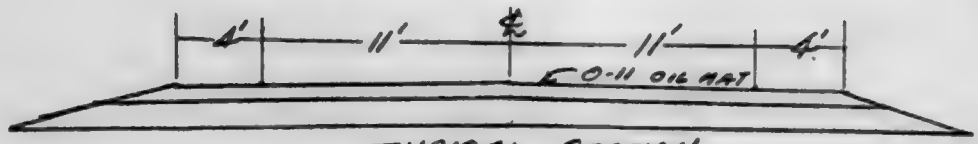
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall

E. S. Hunter
Val Johnson
I. D. Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)

Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F.W. Yarbrough (2)
L. H. Young

PROSPECTUS MAP
BUTTE AVE (METOLIUS)
CITY STREET
JEFFERSON CO.
JAN 1967





TYPICAL SECTION

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cy – City Hall
  - ct – Court House
  - a – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

METOLIUS
JEFFERSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 328

Scale in Feet

Revised August 1966

orm M-39

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

NOTED
RICHARD UNREIN

Section Butte Avenue (Metolius) Date Jan. 3, 1967

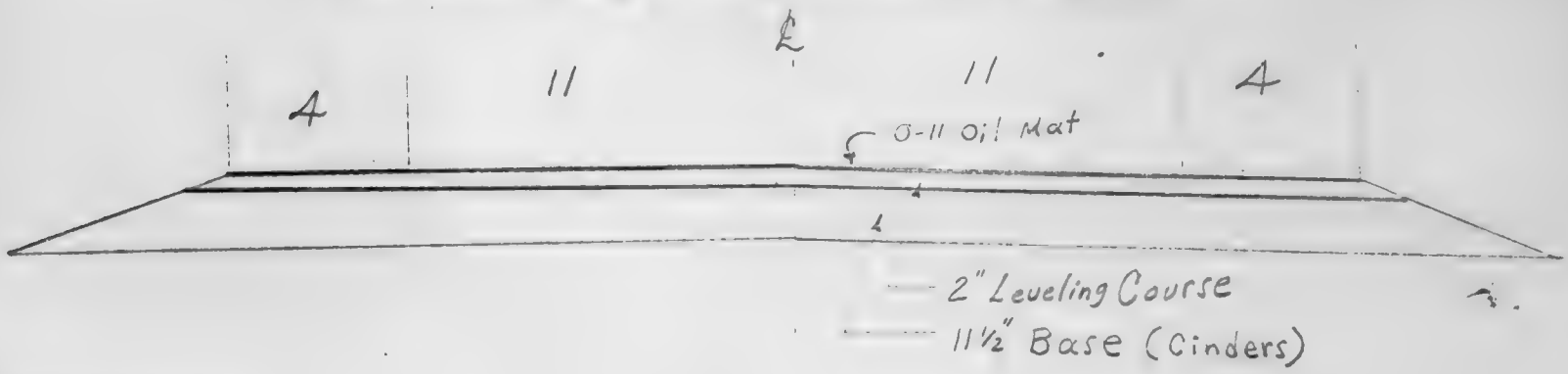
Highway City Street Authorization No. 1

County Jefferson Division 4 Survey Prefix 316-1453 ✓
(Assigned by Salem office)

Description of termini, route, length, etc.:

The north end of the Survey is the intersection of 5th Street and Butte Avenue. The southerly end is the intersection of 9th Street and Butte Avenue.

The overall length is approximately 0.24 Mile.



Purpose of survey:

To make survey and prepare plans and specifications for grading and placing oil mat on Butte Avenue, between 5th and 9th Streets.

SPEC. CITY ALLOT FUNDS

Estimate of cost:

Field	(901)	$500.00
Plans	(905)	500.00
Soils	(910)	~~500.00~~ 200

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ ~~1,500~~ 1,200

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

R. H. Clark R. H. Clark
Field Engineer

Recommended for Approval:

D. W. Wagner
Division Engineer

Recommended for Approval:

D. J. Barker
Ass't Construction Engineer

Approved:

J. B. Clarke
Ass't State Highway Engineer

State Printing

December 20, 1966

Mr. Kenneth Sehn
City Recorder
City Hall
Metolius, Oregon

Dear Mr. Sehn:

On December 19 the State Highway Commission approved the City's request for a Special City Allotment project on Butte Avenue, to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map showing colored in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

NOTED
RICHARD UNREIN

K. S. Cox
County and City Engineer

[redacted]
Att.

bc: J. F. Putnam

CITY OF METOLIUS

METOLIUS, OREGON

October 21, 1966

NOTED
RICHARD UNREIN

NOTED
H. S. COX

H.S. Cox
County & City Engineer
State Highway Department
Salem, Oregon

Dear Sir:

In regard to the proposed project on Butte Avenue from 5th Street to 9th Street I wish to state that the Metolius City Council are unanamously willing and able to pay its estimated share ($1,000.00) on this project.

Sincerely,
Kenneth Sohn
Kenneth Sohn
City Recorder

RECEIVED
OCT 24 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
RICHARD UNREIN

October 13, 1966

Mr. Kenneth Sohn
City Recorder
City Hall
Metolius, Oregon

Dear Mr. Sohn:

It is planned to submit your proposed project on Butte Avenue from 5th Street to 9th Street to the Highway Commission for consideration of construction under the Special City Allotment Act (ORS 366.805).

The preliminary estimate for providing 22' of 0-11 oil mat surfacing with 4' shoulders on this section is $26,000. An oiled wearing surface with a cinder base was used on this estimate, as asphaltic concrete surfacing with a coarse crushed base would cost approximately $37,500 on this section.

In these instances where a City is to participate in the total construction cost of a project, the Highway Commission will only give consideration to those Cities which submit a letter stating that the City is willing and able to pay all costs in excess of $25,000.

Receipt of a letter, prior to November 1, 1966, stating Metolius's ability to pay its estimated share ($1,000) of the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mk

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 2 Pages

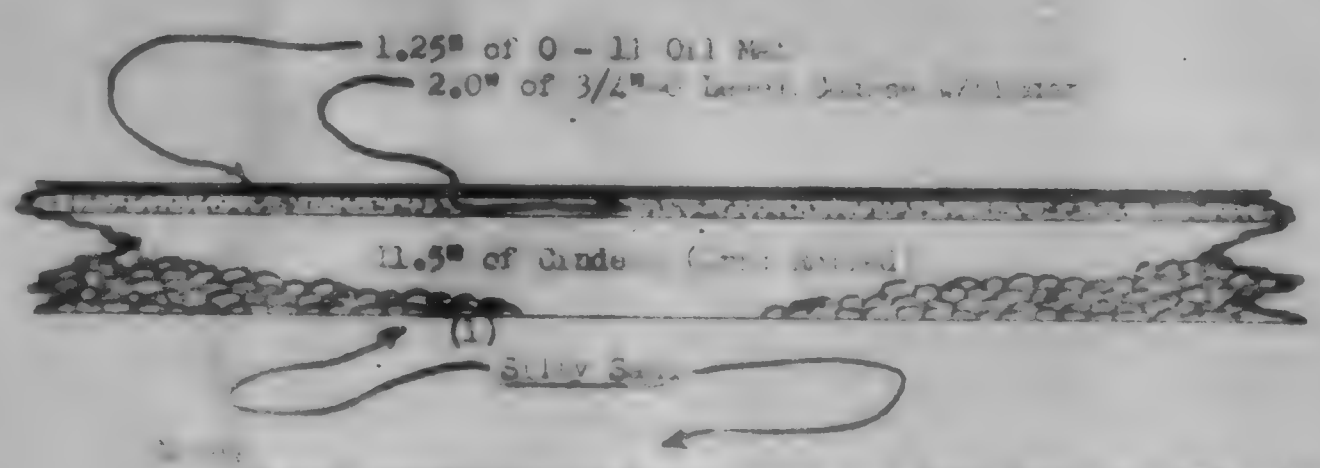
BUTTE AVENUE
Section (From 5th St. - 9th St.) Highway METOLIUS CITY STREET County JEFFERSON Prefix

Res. Engr. _____ Approx. Length 0.3 Miles. Sta. _____ to Sta. _____ Date 9-30-66

Truck A.D.T. 3 Traffic Coefficient 5.4 18 kip s.a. per day [redacted].

Annual Precipitation 11" Frost Penetration [redacted].

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
% Sand
% Sand
%Silt
%Clay
"R" Value
([redacted])



CBE Total Req.	Credit	Actual Thick.	
			0 - 11 Level Cinders (Grid Rolled)
15.[illegible]	[illegible]	14.[illegible]	

AASHO CLASSIFICATION:
A-4 (1)

MATERIAL SOURCES:
[illegible] be determined by the Engineer.

[illegible] substitutions [illegible] the total thickness [illegible].

1.0" Asphaltic [illegible] Crushed Base
1.0" Oil Mat [illegible] Crushed base
1.0" Stone Sl[illegible] [illegible] Crushed base
([illegible] Standard Specifications)
(plus Surf[illegible] Quantities.)

NOTED
F. B. ELABD

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by [signature] Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Construction Engineer

Approved by [signature] Asst. State Highway Engineer

RECEIVED
OCT 24 1966
FOR FILING

SECTION: BUTTE AVENUE

HIGHWAY: CITY OF METOLIUS

COUNTY: JEFFERSON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT (1966) 130 (Total)

B. Future ADT (1986) 163 (Total)

C. Mean ADT 130 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ 2.5 x (C) 130 = 3.25

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 3 x (H) 100 % = 3

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.66

= 5.4

SECTION: [illegible]

HIGHWAY: [illegible]

COUNTY: JEFFERSON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See Remarks
10. Stimulation of Competition: See Remarks
11. Construction Consideration: See Remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers an Oil Mat.
13. Traffic Safety: See Remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

See Item 12
No cost comparison made as this is a short section (0.3± mi.).

O-11

S.C.A. INVESTIGATION DATA

City of Metlino Date July 8, 1960 Division IV
Street (s) [illegible] No. previous projects 2
[illegible] Last project 1960 (year)
Total SCA Funds to date $ 25,182

EXISTING

Surface now in place: A.C. — Oil — Gravel X Concrete —
Surface width: [illegible] feet, Shoulder-shoulder width: [illegible] feet
C-C width: — feet, Right-of-way width: [illegible] feet

Remarks: [illegible]

PROPOSED

Surfacing: A.C. — Oil X Gravel — Concrete —
O12 ~~Pave~~ width: 22 feet Shoulder width: 4 feet C-C width: — feet
Thickness of: ~~A.C.~~ 1/AO-11 inches, Leveling 2" inches, Base 11½ inches
Length: 1400 feet, .26 mile. Type curb: —

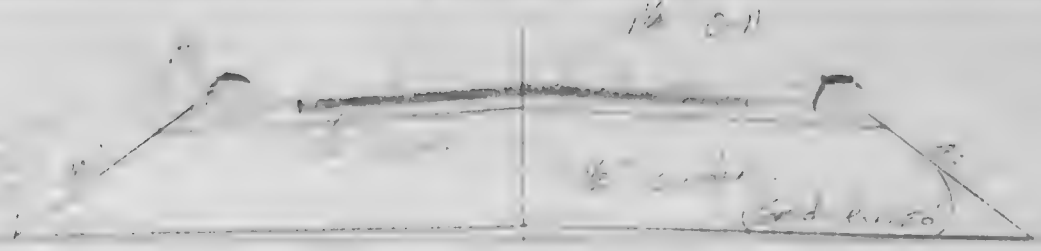
Remarks: Some grade facilities.

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ —
General Excavation	c.y.	570	1.75	5,044.50
Drainage Excavation	c.y.	56	4.50	252.00
Culvert Pipe 12"	lin. ft.	500	5.00	2,500.00
Base Material (~~1-1/2-0~~) G.R. CINDERS	c.y.	3,000	~~2.00~~ 2.00	6,000.00
Level Material (3/4-0)	c.y.	350	4.00	2,052.00
Asphalt 120-150	ton	16	~~175.00~~ 175.00	1,200.00
~~Asphalt~~ Emulsified Asphalt RS-1	ea.	5	85.00	425.00
~~Aggregates~~ Aggregates O-11	~~c.y.~~ c.y.	210	10	2,100.00
Concrete Curbs —	c.y.	—	—	—
Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	97	4.00	388.00
Extra for Approaches Oiling	ea.	12	50.00	600.00
Adjust. Inlets and M.H.'s —	ea.	—	—	—
Other Prime Coat	All	All	L.S.	250.00

* Items include 10% allowance.

Total	$ 21,317.50
Engineering & Contingencies (20%)	4,263.50
TOTAL	$ 25,581.00
City's Estimated Share of Survey	25.00
TOTAL ESTIMATED COST	$ 25,606.00



Verticals

3,000 - c.y.

519 c.y.

750

97 M-Ga...

O-11 (22' in width)

= 634 ... x .30 miles X1.1 = 209 c.y.

= 17.32 Ton/... x .30 miles X 1.1 = 15.7 TON

RC-1 = 12.81 Ton/... x .30 miles X1.1 = 4.4 Ton

Surface Course

... Share = $\frac{581}{25,961}$ x ... =

SCA

NC...D
H. S. COX

...LED
RICHARD UNREIN

PROJECT DATA, CITY OF Metolius Date April 30, 1966

To be financed by Special City Allotment Fund and necessary city funds.

Street name Butte Ave. from 5th street to 9th street
(Locate project on attached map.)

RECEIVED
MAY 9 - 1966
ENGINEER
COUNTY & CITY DIVISION

Project length 1,300 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 20 feet, width of shoulders: 4 feet

Curbed section; width curb to curb: none feet

Remarks

Surface now in place: Oil ____ Paving ____ Gravel X

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No ____

Give width of intersecting streets: 60 feet

Are intersecting streets curbed? Yes ____ No X

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ____ No ____

Explain:

NOTED
DON HARWELL

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - - -

Are sidewalks now in place? Yes____ No__X__

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No__X__

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No__X__

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No__X__; Width: _____feet

Remarks_____

_____

_____

STORM SEWERS -

Now in place? Yes____ No____

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes____ No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: _____feet

Remarks No sanitary sewers needed

_____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ____

If yes, how deep from present surface? _____ feet

Remarks Deschutes Valley Water District owns all water lines.

City has no information as to depth or crossings.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ____ No ____

Asphaltic concrete? Yes ____ No ____

Portland cement? Yes ____ No ____

How many? _____

Must driveways be Portland cement to comply with city code? Yes ____ No ____

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No X (If yes, please include copy of ordinance.)

Remarks _____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ____ No X

Electric poles? Yes X No ____

Which company? Pacific Power & Light Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ____

Which company? Oregon - Wsahington Telephone Co.

Railroad tracks? Yes ____ No X

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks _____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ____ No X

Clearing? Yes ____ No X

Base rock? Yes ____ No X

Concrete curbs? Yes ____ No X

Driveways? Yes ____ No X

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes ____ No X

When available? Date _____

Has city established grade on street? Yes ____ No ____
(If yes, please include copy of data.)

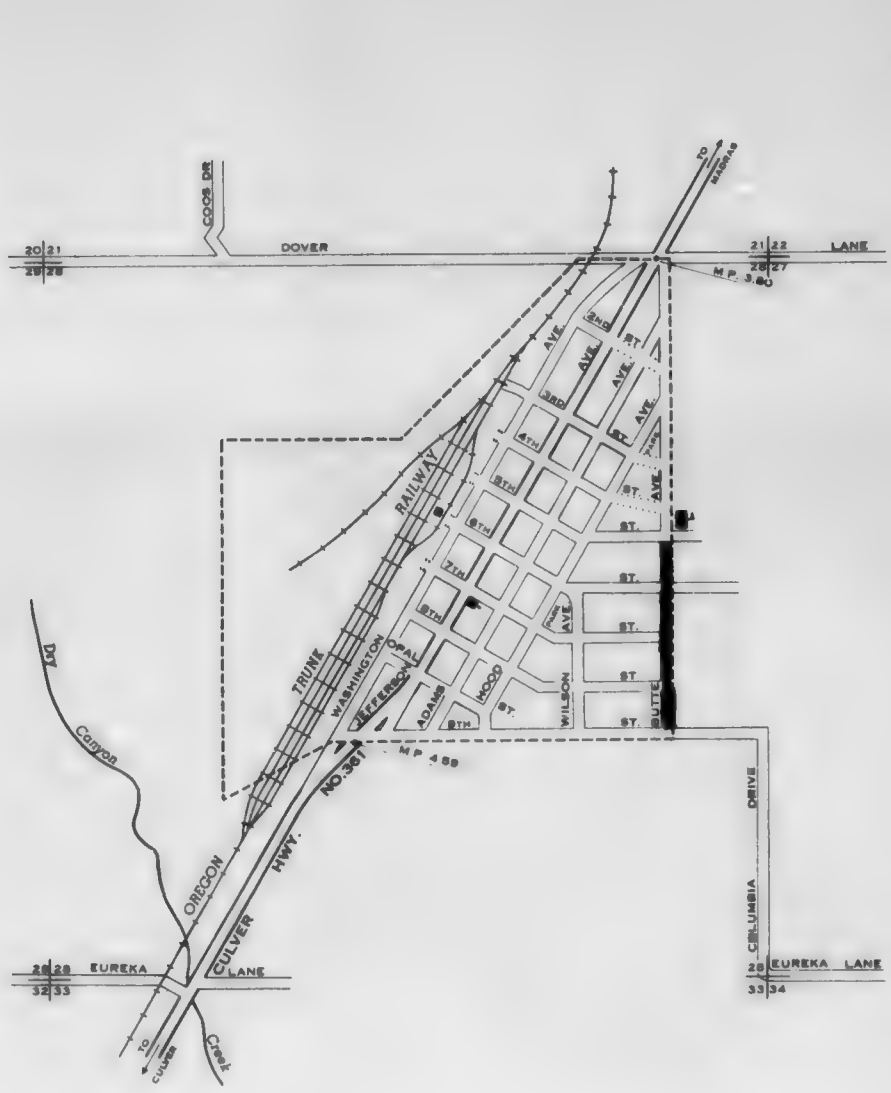
Please indicate site for disposal of excess excavated material: _____

General remarks: _____

By _____
Mayor

By Kenneth Sohn
City Recorder or City Manager

By _____
City Engineer



SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

METOLIUS

JEFFERSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 328

Scale in Feet

Revised August 1964

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Metolius is an incorporated city of the State of Oregon and has a population of 312 as given by the latest official census; and

WHEREAS, the following streets of said city, Butte Avenue from 5th street to 9th street. This street has heavy traffic during the school year and the School buses of District 509J use this street to transport children.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

RECEIVED
APR 23 1966
ENGINEER
COUNTY & CITY DIVISION

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of Metolius does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Joe H. Douglass as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11 day of April, 1966.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

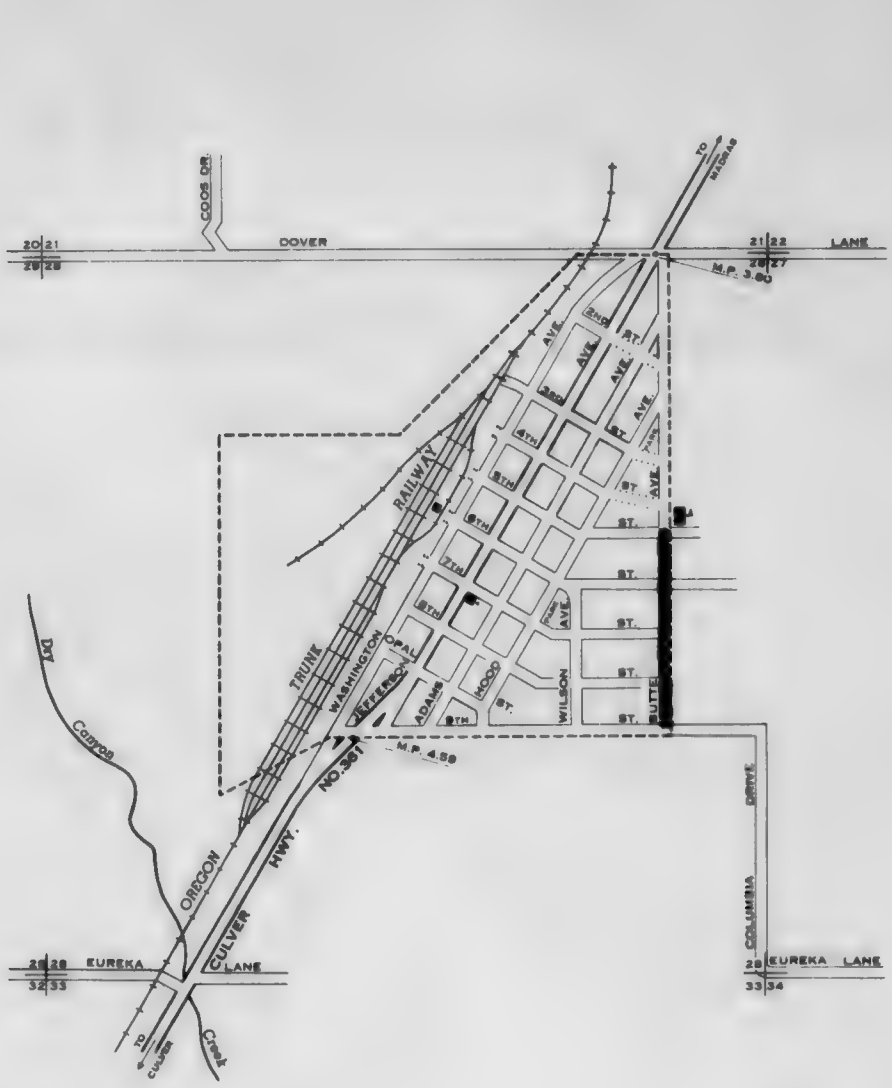
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Metolius at a regular or special meeting of said Council, held on the 11 day of April, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 19 day of April, 1966.

Kenneth Sohn
City Recorder

(cc-50, 1959 Rev.)

RICHARD UNREIN



SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CY – City Hall
- CT Court House
- A – Armory
- L – Library
- Street open for travel
- Street dedicated but not open.
- City Limits.

METOLIUS

JEFFERSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 328

Scale in Feet

Revised August 1964

I-5-4(56) N. Albany Interch. on 1967
235 Pac. Hwy. (Fencing)
#7004

RECEIVED
AUG 18 1967

I-5-4(56)235

7004

August 18, 1967

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 7004 awarded to Western Guardrail, Inc., for fencing on the North Albany Interchange Section of the Pacific Highway in Linn County was completed on July 17, 1967, and accepted by the Highway Commission on August 17, 1967.

Final payment in the amount of $286.88 will be released to the contractor after August 25, 1967. The total contract amount is $5,539.90 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Western Guardrail, Inc.
612 N. E. 202nd Avenue
Portland, Oregon 97230

Ralph W. Fullerton Company
901 S. E. Oak
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 18 1967

I-5-4(56)235

7004

August 18, 1967

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

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Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Western Guardrail, Inc.
612 N. E. 202nd Avenue
Portland, Oregon 97230

Ralph W. Fullerton Company
901 S. E. Oak
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 18 1967
FOR FILING

I-5-4(56)235

7004

August 17, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 17, 1967, on Contract No. 7004. The contract was with Western Guardrail, Inc. and was for fencing on the North Albany Interchange Section of the Pacific Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 17, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
R. D. Asburry

srb:rg

I-5-4(56)235

C

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: North Albany Interchange		WEEK ENDING: July 29, 1967
		SECTION PREFIX: 622-1029
HIGHWAY: Pacific		COUNTY: Linn
NAME OF JOB: North Albany Interchange	KIND OF WORK: fencing	
CONTRACTOR: Western Guardrial, Inc.	CONTRACT NUMBER: 7004	FEDERAL AID PROJECT NUMBER: I-5-4(56)235
DATE OF CONTRACT: May 17, 1967	DATE WORK STARTED: June 6, 1967	~~REVISED~~ COMPLETION DATE: July 17, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 6,679.68	SPECIFIED COMPLETION DATE: 7/31/67	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 6,204.68	ENGINEERING AUTHORIZATION $ 475	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 5540	ENGINEERING COST TO DATE $ 475	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN - 11 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: July 17, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK) fence

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
						100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Routing
MONDAY	fair			Morgan, Docker, Bond, Barbee, Walker, Glena, Swan, Pass, Morelock, Trout, Scott, Wills, Litchfield, Olson
TUESDAY	cldy			
WEDNESDAY	fair			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

RECEIVED
JUL 31 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Messrs Gerald Wimer, Ass't. Div. Engr., John Hegmann, B P R, and Keats Oliver, Res. Engr., made final inspection of project on Thursday.

Semi-final estimate was submitted to Division Office on Tuesday.

PROJECT COMPLETE

FINAL REPORT

SIGNED Keats Oliver Res. Engr. LOCATION Albany
by JE Goodrich

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
AUG 11 1967
COMMISSIONERS
GLENN L. JACKSON, Chairman
MEDFORD
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Heltz

I-5-4(56)235
7004

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 19, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on July 17, 1967, on Contract No. 7004, North Albany Interchange Section, in Linn County, in connection with Federal-Aid Project No. I-5-4(56)235.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 8-8-67

Conditions noted on above date:

None

JJH:

A. W. Parsons
Division Engineer

RECEIVED
AUG 9 - 1967
OFFICE
STATE HIGHWAY ENGINEER

cc: Forrest Cooper
L. H. Young

By: G. R. Brooks
G. R. Brooks
District Engineer

rm Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
6-93		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
5 7004	6-14-67 (PPM 21-7)	Linn
		PROJECT NO. I-5-4(56)235

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 North Albany Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-12-67	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,046	$ 4,650.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Signature)
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 14, 1967

Oregon State Highway Department

Federal Aid
Project No. I-5-4(56)233 Safety

NORTH ALBANY INTERCHANGE ON THE

PACIFIC HIGHWAY IN LINN COUNTY

Project Agreement Estimate

Salem, Oregon, May 26, 1967

Type Code Y102
Fencing (Sta. 1013+61 to Sta. 1055+00)(Cont.No. 7004)

Type 3 Fence	250 rod	$17.55	$4,387.50
			$4,387.50
Flagging (57½% of Contractors Cost)	All Required		200.00
	Subtotal		$4,587.50
	10% Engr. & Const.		458.50
	Total		$5,046.00

Length of Project - - - - - - - - - - - - - - 0.00 mile

Federal Funds -	$4,650.00
State Funds -	396.00
Total	$5,046.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

This estimate has been reduced $5.40 a rod from the bid price; which was the cost for the original fence.

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(56)235 Safety

NORTH ALBANY INTERCHANGE ON THE

PACIFIC HIGHWAY IN LINN COUNTY

PE & E estimate

Salem, Oregon, March 27, 1967

Type Code F102
Fencing (Sta. 1015+61 to Sta. 1055+00)

Type 3 Fence	250 rod	27.75	$6,937.50
			$6,937.50
Flagging (57½¢ of Contractor's Cost)	All Required		$ 200.00
	Subtotal		$7,137.50
	10% Engr. & Cont.		713.50
	Total		$7,851.00

Length of Project - - - - 0.00 mile

Federal Funds - - - - - - - $7,200.00
State Funds - - - - - - - - 651.00
Total - - - - - - - - - - - $7,851.00

FORM S-138

RECEIVED
COMMISSIONERS
JUN 1 1967
FOR FILING

GLENN L. JACKMAN, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-4(56)235

-1017-

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 31, 1967

Western Guardrail, Inc.
612 N.E. 202nd Avenue
Portland, Oregon 97230

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7004 for fencing on the North Albany Interchange Section of the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.
cc **Glens Falls Insurance Company**
P. O. Box 14040
Portland, Oregon 97214

Ralph W. Fullerton Co.
901 S. E. Oak
Portland, Oregon

RECEIVED
MAY 29 1967
I-5-4(56)235

Form GS-121 (11-63) (Pres. by A.O. 306-10)

UNITED STATES GOVERNMENT

Memorandum

7004

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 24, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-4(56)235 - Safety
North Albany Interchange Section
Fencing

As requested in Mr. Young's letter of May 23, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of May 17, 1967 in the award of contract No. 7004 to Western Guardrail, Inc., of Auburn, Washington, low bidder in the amount of $5,737.50 at the May 11, 1967 bid opening.

5-26-67
REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
MAY 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLAUS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 23 1967

Fred W. Hill, Member
Helix

May 23, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of May 15, 1967, is requested in the award of contract for the North Albany Interchange Section, Project No. I-5-4(56)235 -Safety.

The contractor receiving the award is Western Guardrail, Inc., of Auburn, Washington, in the amount of $5,737.50, with the Contract No. 7004 assigned. This bid was received on May 11, 1967, and awarded May 17, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceeding which have been commenced and will be prosecuted to completion.

No utilities are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

RECEIVED
MAY 18 1967
FOR FILING

I-5-4(56)235
1184

May 17, 1967

Western Guardrail, Inc.
612 N. E. 202nd Avenue
Portland, Oregon 97230

Gentlemen:

Enclosed are three copies of Contract No. 7804 for $5,737.90 awarded to you by the State Highway Commission today. This contract is for fencing on the North Albany Interchange section of the Pacific Highway in Linn County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is July 31, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures
cc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
R. D. Asburry
George Wirrick

Form GD-121
(11-63)
(Prev. Ed.
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1967

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Safety Project I-5-4(56)235
North Albany Interchange Section
Fencing

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project and access rights previously acquired with no utility adjustments involved as indicated in Mr. Moehring's and Mr. Litchfield's March 29, and April 6, 1967 reports.

You are authorized to proceed with the contractor's flagging included in your estimate for $200.

As provided in the approved program, the participating contract cost is limited to the difference between the original fence unit cost, understood to be $5.40 per rod, and the unit price cost under this project.

The following revised Supplemental Standard Specification is conditionally approved for use on this project:

Division I - General Requirements March 1967

Inasmuch as our detailed review is not complete this specification is hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's April 10, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items previously accepted. Nonconcurrence by other appropriate public recreational or historical resources has not been received. Prior to bid opening you should advise this office of any clearance received or withdraw the project.

Enclosure

4-20-67

NOTED
F. B. KLABOE

REFERRED TO
State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CB-121 (11-63) (Prom. by A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 23, 1967

In reply refer to: 08-35.EC-710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Chase's January 31, 1967 letter submitted four items for inclusion in the subject program. These four Interstate Stage 2 projects are approved effective today:

Item	Project	Location	Work
481	I-105-4(112)197	Willamette River-7th Ave. Sec.	Utility Adj.
482	I-105-4(113)197	Willamette River Bridge Sec.	2 structures, Pave.
* 483	I-5-4(56)235	North Albany Interchange	Fencing
484	I-5-5(35)273	Woodburn Interchange	Utility Adj.

On Item 481, I-105-4(112)197, Willamette River-7th Ave. Section, utility preparatory work is authorized, also effective today.

Item 482, I-105-4(113)197, Willamette River Bridge, is amended, as a minor program change, to include signing and two sign bridges at Stations 59 and 61 per Mr. Young's February 20, 1967 letter.

On Item 483, I-5-4(56)235, North Albany Interchange, our participating cost shall be limited to the difference between the original fence cost and the proposed fencing cost adjusted to the contract bid amount.

For Item 484, I-5-5(35)273, Woodburn Interchange, you are authorized to proceed with utility preparatory work effective this date.

This action provides for improvement on 1.56 miles of Interstate Highway at a total estimated cost of $2,512,704.00 of which $2,310,160.00 is reserved as Federal-aid Interstate funds.

* Item 483 - This work provides for an essential safety feature and therefore is classified as an Interstate Safety Improvement project.

3-1-67 Young Planner

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
R. FEB 5 1957

I-5-4(56)+35

7-4

n. albany j. t.

RNC:mv

Atc, Jan 31, 1967

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PRO

(PPM 21-

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65	ADT	PRESENT	FUTURE (66)–(70)	YEAR (71)–(72)
	1	I-5 North Albany Interchange		17,700	41,200	87

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 26–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH Y (74)–(75)
	Access Control Fence							

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	
	Interstate		
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID
		I	I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)–(76)
1	(14-15)	(16)	41	42	43–46	53				
5					PE		I-5 North Albany Interchange			
5					ROW					
5					CONST (CODE) Y-102			0.0	6,704	6,160
							PROJECT TOTALS	0.0	6,704*	6,160

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16)–(23) (24)–(33)

Jan 31 '67

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	17,700	41,200	87	08	Oregon	35	042	483

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
					I-	5-4(~~55~~) 56		235	

COUNTY NAME: Linn — CODE: 043

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: — U.S.: I-5

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Construct approx. 240 rods of Type 3 access control fence.
					ROW-300' normal; Access Control-full; Parking Restrictions complete.
0.0	6,704	6,160	544		
0.0	6,704*	6,160	544		

REMARKS

Additional Data - Items 42 and 43, Project I-5-4(12)233 and I-5-4(11)235.

USCOMM DUSCOMM-DC 46905-P61

REMARKS - Continued

The proposed fencing project consists of construction of approximately 240 rods of Type 3 fence, to replace the existing Type 2 fence constructed under Project I-5-4(12)233, Contract 5024, on the easterly side of the northbound on-ramp of the Interchange.

The existing Type 2 fence has proved inadequate to control pedestrian movements across the Interstate right of way as the condition of the fence indicates persons residing on the east side of the highway are climbing the fence and crossing the right of way to get to the industrial area adjacent to the west. The installation of the Type 3 fence should eliminate such access violations.

The project was discussed with the BPR Area Engineer and it was agreed that the participating cost would be limited to the difference between the cost of the original Type 2 fence and the cost of upgrading to Type 3 fence. The eligible total project estimated cost, Federal and State, is figured on this basis as follows:

*Estimated cost of proposed Type 3 fence (240 rods).....	$8,000.00
Less cost of Type 2 fence installed under I-5-4(11)235 and I-5-4(12)233, contracts 5004 and 5024. 240 rods @ $5.40 per rod	-1,296.00
Total estimated participating cost	$6,704.00

Note: The participating cost will be adjusted to conform to awarded contract.

CJF-3(2) Harrisburg-Eugene Sec., 1967
CJF-3(4) Albany-Junc. City & Pac. W.
#7005 Hwys. (Screen planting)

Monthly transaction number	FHWA PR-2A (REV. 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
5-4		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
13		Linn
Modification number	(PPM 21-7)	Project number
1		CJF-3(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 14, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,083	$ 4,320
Federal funds	$ 3,062.00	$ 3,166.79
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29 day of April, 1969.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By D B Klaboe

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By L C Backlund
(Division Engineer)
for R. E. Simpson

US COMM-DC 26364-P65

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
6-95	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
PROJECT REPORT NO. 6		COUNTY Linn
		PROJECT NO. CJF-3(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99E 1.2 mi. N. of Harrisburg
Halsey-Harrisburg Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	2-28-67	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	4-12-67	0.00
OTHER (Specify)		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,083	$ 3,062.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Engr

Date executed by Division Engineer June 14, 1967

Oregon State Highway Department

Federal-Aid
Project No. CJF-3(2)

Halsey-Harrisburg Section of the

Albany-Junction City Highway in Linn County

Project Agreement Estimate.

Salem, Oregon, May 29, 1967

Type Code P.E.

Preliminary Engineering	All Required	$ 500.00

Type Code Y023
Screen Planting (Sta. 1326+00 to Sta. 1337+50)(Contract No. 7005)

Furnishing and Planting Trees	150 only	$20.00	$ 3,000.00
Inorganic Fertilizer 10-16-8	2 cwt.	8.00	16.00
Manure Fertilizer	6 cu.yd.	12.00	72.00
Mulch	6 unit	25.00	150.00
			$ 3,238.00

Anticipated Items

Flagging (57½% of Contractor's Cost)	All Required	$ 20.00
	Subtotal	$ 3,258.00
	10% Engr. & Cont.	325.00
	Total	$ 3,583.00

Length of Project - - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engr.	$ 500.00	$ 375.00	$ 125.00
Screening	3,583.00	2,687.00	896.00
Total	$ 4,083.00	$ 3,062.00	$ 1,021.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. CJF-3(2)

HALSEY-HARRISBURG SECTION OF THE

ALBANY-JUNCTION CITY HIGHWAY IN LINN COUNTY

P.S. & E. estimate

Salem, Oregon, March 31, 1967

Type Code P.E. Preliminary Engineering	All Required		$ 500.00
Type Code X023 Screen Planting (Sta. 1326+00 to Sta. 1337+50)			
Furnishing and Planting Trees	150 only	$20.00	$3,000.00
Inorganic Fertilizer 10-16-8	2 cwt.	10.00	20.00
Manure Fertilizer	6 cu.yd.	10.00	60.00
Mulch	6 unit	20.00	120.00
Anticipated Items Flagging (57½ of contractor's cost)	All Required		20.00
	Subtotal		3,220.00
	10% Engr. & Cont.		322.00
	Total		$3,542.00

Length of Project - - - - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 500.00	$ 375.00	$ 125.00
Screening	3,542.00	2,656.00	886.00
Total	$4,042.00	$3,031.00	$1,011.00

JAN 2 - 1969

CTF-3(2)
7005-

December 31, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed December 29, 1967, on Contract No. 7005. The contract was with Aichele Landscaping, Inc., and was for screen planting on the Harrisburg-Eugene Section of the Albany-Junction City Highway and Pacific West Highway in Linn and Lane Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 31, 1968, and that you concur in this procedure at the Commission meeting on January 28, 1969.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
D. J. Barbee
L. H. Young
R. D. Asburry

srb fn

JAN 2 - 1969

C

C-F-3(2)
7005

December 31, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7005 awarded to Aichele Landscaping, Inc., for screen planting on the Harrisburg-Eugene Section of the Albany-Junction City Highway and Pacific Highway West in Linn and Lane Counties was completed on December 29, 1967, and accepted by the Highway Commission on December 31, 1968.

Final payment in the amount of $1,303.76 will be released to the contractor after January 8, 1969. The total contract amount is $21,876.53 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd [illegible]ery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

R. D. Asburry
Frank Morgan
C. [illegible] H. Maison
Attn: John Herr

RECEIVED
DEC 19 1968

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

CJF-3(2)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7005

December 2, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 College Street, N.E.
Salem, Oregon 97301

Contract 7005
Prefix 20-0704
FAP CJF-3(2)
CJF-3(4)

Dear Sir:

The replacement planting work under Contract No. 7005, Harrisburg-Eugene Section of the Albany-Junction City and Pacific West Highways in Linn and Lane Counties, was completed November 25, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date December 10, 1968

Conditions noted on above date:

NONE

for R. E. Simpson
Division Engineer

VG:fw
bc Forrest Cooper
F. D. Morgan

RECEIVED
DEC 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

CJF-3(2) 7005

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Harrisburg - Eugene		WEEK ENDING: Nov. 30, 1968
		SECTION PREFIX: 20-0704
HIGHWAY: Pacific West and Albany - Junction City		COUNTY: Lane and Linn
NAME OF JOB: Harrisburg - Eugene Screen Planting	KIND OF WORK: Screen Planting	
CONTRACTOR: Aichele Landscaping Inc	CONTRACT NUMBER: 7005	FEDERAL AID PROJECT NUMBER: CJF-3(2) and CJF-3(4)
DATE OF CONTRACT: May 19, 1967	DATE WORK STARTED: Aug. 15, 1967	ESTIMATED COMPLETION DATE: Completed Dec. 29, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: 1	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 1	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 29,910.94	SPECIFIED COMPLETION DATE: Dec. 31, 1967	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 27,783.94	ENGINEERING AUTHORIZATION: $ 2,127.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,897.13	ENGINEERING COST TO DATE: $ 4,289.45	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 21.2 %	PERCENT OF AUTHORIZATION . . . . 201.7 %	DATE PROJECT WAS COMPLETED: Dec. 29, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	Planting	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	COMPLETE	COMPLETE			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 - Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Mostly Cloudy			
TUESDAY	Partly Cloudy			
WEDNESDAY	Partly Cloudy			
THURSDAY	Mostly Fair			
FRIDAY	Mostly Rain			
SATURDAY				

Routing

Morgan — Peete E

Decker — RECEIVED — Swan

Bond B — Glenn

Walker — DEC 2 1968 — Litchfield

Boehme — Gallagher

Johnsen — CONSTRUCTION DIVISION — Stein

LEN GIFFORD

NOTED
R. D. [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11-24	
MONDAY 11-25	Contractor completed replanting, re-tied guy wires and finished weeding required to complete the project. Project is complete.
TUESDAY 11-26	
WEDNESDAY 11-27	
THURSDAY 11-28	
FRIDAY 11-29	
SATURDAY	

REMARKS

The project is complete as of Nov. 25, 1968.
Final inspection will be held Dec. 3, 1968.
This will be the last Weekly Report.
The Post Semi-final will be submitted on or about Dec. 6, 1968.

SIGNED H E Mayfield LOCATION Eugene, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-F216

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Harbor
Holix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 23, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Court and Summer, N.E.
Salem, Oregon 97301

Subject: Topsoil Specifications

Dear Mr. Parsons:

Our existing specification for topsoil contains liquid limit and plastic limit requirements which have proved untenable because they eliminate the use of many good topsoils.

A copy of Mr. O. A. White's explanatory letter of August 21 recommending deletion of these requirements from projects now under contract is attached for your information.

We propose to substitute the attached revised topsoil specifications for all projects under contract. Your blanket approval thereof is requested thus eliminating submission of price agreement forms for individual projects. The LL and PL requirements have been eliminated in the proposed September 25 letting.

Very truly yours,

F. D. Morgan
Construction Engineer

enc.

cc: F. B. Klaboe
L. H. Young
O. A. White

OREGON STATE HIGHWAY DEPARTMENT

Special Provisions

Quality Requirements for Topsoil

(To be used on projects advertised for letting after October 1, 1967)

Article 107-2.1 - Quality Requirements

Delete the provisions of Article 107-2.1 of the Standard Specifications and substitute the following three paragraphs in lieu thereof:

Topsoil shall be a fertile, loamy, natural surface soil consisting of sands, silts, clays and organic matter in combination and free from substances toxic to plant growth, noxious weed seed or roots, refuse, sticks and lumps.

When subjected to the Mechanical Analysis of Soils, AASHO T88, the topsoil shall meet the following requirements:

Fraction or Grain Size	Percentage of Topsoil
Retained on 1-inch sieve	None
Passing 1-inch sieve-retained on No. 10 sieve	0 - 5
Passing No. 10 sieve-retained on No. 200 sieve (Sand)	10 -65
0.074 mm. - 0.005 mm. grain size (Silt)	20 -80
Smaller than 0.005 mm. grain size (Clay)	5 -40

The organic matter in the topsoil, as determined by the modified Walkley-Black method, Miscellaneous Paper No. 65 of the Agricultural Experiment Station - Oregon State University, shall not be less than two percent.

8/24/67 VGO'N

FORM E-90X 50M 8-63 49606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1967

SUBJECT: Top Soil Specifications

To:

Frank Morgan
Construction Engineer
Office

REF:

Project	Contract	F. A. Number
Powell Valley Rd. - Duncan Rd.	6993:	CJF-24(1)
Azalea - Glendale Jct.	7023:	I-5-2(53)82
South Umpqua Safety Rest Area	7058:	I-5-2(55)112
Starvation Creek Safety Rest Area	7059:	I-80N-2(38)53
Barnett Rd. - Bear Creek	7061:	CJI-5-1(2)
Harrisburg - Eugene	7005:	CJF-3(2), CJF-3(4)
W. City Limits - St. John Br.	7038:	LSF-1(1)
Independence Jct. - West Salem	7040:	LSF-47(3)
West Salem	7039:	LSF-47(2)
Stanfield Safety Rest Area	7012:	I-80N-8(25)184
The Dalles Br.	7070:	I-80N-3(51)84
Staleys Jct.-Tillamook-Washburn	7048:	CJF-000B(2), CJF-35(1)

The requirements for top soil included in contracts for the referenced projects have been reviewed. The listed limits of 30 LL and 15 PL obviously do not describe quality top soil. Not only does the requirement of 30 LL max. prevent the acceptance of many good top soils, the max. 15 PL makes it doubtfull if any fine material in the loam series could be accepted.

Because of the untenable aspects of the current specification it is requested that authorization be obtained to relieve the referenced Federal Aid projects of this requirement. The exemption should also apply to all contracts which have been written but not let.

RECEIVED
AUG 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Since the Atterberg limits describe soil characteristics from an engineering standpoint for roadway strength purposes only, it is not expedient to apply them for agricultural purposes wherein particle size and chemical composition are the pertinent items. For this reason the following is recommended in lieu of paragraphs 1 and 2 of the existing specifications Section 107-2.1:

> Top soil shall consist of a humus-bearing soil which shall conform to the following mechanical analysis as determined by the AASHO-T88 test method:
>
> | | |
> |---|---|
> | Percent retained on the one inch sieve | - None |
> | Percent passing the one inch and retained on the No. 10 | - 0 to 5 |
> | Percent passing the No. 10 and retained on the No. 200 | - 10 to 65 |
> | Percent smaller than the No. 200 and larger than 0.005 mm | - 20 to 80 |
> | Percent smaller than 0.005 mm | - 5 to 40 |

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: M. Astrup
L. Shaw

orm Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
6-94		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
6	1-14-[illegible]	Lane
		PROJECT NO. CJF-3(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 0.5 mi. N.W. of Eugene
Eugene Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	2-28-67	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	4-12-67	0.00
OTHER (Specify)		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 26,362	$ 19,771.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Kabe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 14, 1967

Oregon State Highway Department

Federal Aid
Project No. CJF-3(4)

EUGENE SECTION OF THE PACIFIC

HIGHWAY WEST IN LANE COUNTY

Project Agreement Estimate

Salem, Oregon, May 26, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 700.00

Type Code Y023
Screen Planting (Sta. 454+00 to Sta. 470+61)(Contract No. 7005)

Embankment in Place	3,340 cu.yd.	$3.00	$10,620.00
Furnishing and Placing Topsoil	380 cu.yd.	3.75	1,425.00
Backhoe, 3/8 c.y.	24 hour	15.00	360.00
18-inch Storm Sewer Pipe	480 lin.ft.	5.75	2,760.00
Concrete Inlets, Type G-2M	3 only	150.00	450.00
Roadside Seeding	2.0 acre	370.00	740.00
Furnishing and Planting Trees	185 only	20.00	3,700.00
Furnishing and Planting Shrubs	415 only	5.10	2,116.50
Grass Seed, Creeping Red Fescue	250 lb.	1.00	250.00
Inorganic Fertilizer, 10-16-8	11 cwt.	8.00	88.00
Manure Fertilizer	20 cu.yd.	12.00	240.00
Mulch	20 unit	25.00	500.00
			$23,249.50

Anticipated Items		
Flagging (57½% of Contractor's Cost)	All Required	$ 80.00
	Subtotal	$23,329.50
	10% Engr. & Cont.	2,332.50
	Total	$25,662.00

Length of Project - - - - - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engr.	$ 700.00	$ 525.00	$ 175.00
Screen Planting	25,662.00	19,246.00	6,416.00
	$26,362.00	$19,771.00	$ 6,591.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. CJF-3(4)

[illegible] SECTION OF THE PACIFIC

HIGHWAY WEST IN LANE COUNTY

F.S. & E. estimate

Salem, Oregon, March 31, 1967

Type Code P.E.			
Preliminary Engineering	All Required		$ 700.00
Type Code X023			
Screen Planting (Sta. 454+00 to Sta. 470+61)			
Embankment in Place	3,540 cu.yd.	$ 2.00	$ 7,080.00
Furnishing and Placing Topsoil	380 cu.yd.	4.50	1,710.00
Backhoe, 3/8 cu.yd.	24 hour	20.00	480.00
18-inch Storm Sewer Pipe	480 lin.ft.	5.00	2,400.00
Concrete Inlets, Type G-2i	3 only	160.00	480.00
Roadside Seeding	2.0 acre	200.00	400.00
Furnishing and Planting Trees	185 only	20.00	3,700.00
Furnishing and Planting Shrubs	415 only	6.00	2,490.00
Grass Seed, Creeping Red Fescue	250 lb.	1.00	250.00
Inorganic Fertilizer, 10-16-8	11 cwt.	10.00	110.00
Manure Fertilizer	20 cu.yd.	10.00	200.00
Mulch	20 unit	20.00	400.00
Anticipated Items			
Flagging (57½ of contractor's cost)	All Required		80.00
	Subtotal		$19,780.00
	10% Engr. & Cont.		1,978.00
	Total		$21,758.00

Length of Project - - - - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 700.00	$ 525.00	$ 175.00
Screen Planting	21,758.00	16,318.00	5,440.00
Total	$22,458.00	$16,843.00	$5,615.00

RECEIVED
JUN 9 1967
DRAFTING

FORM 6002

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. (DOC) BAILEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

CSF-3(3)
7005

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 9, 1967

Aichele Landscaping, Inc.
11360 S. E. Stevens Rd.
Portland, Oregon 97266

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7005 for screen planting on the Harrisburg-Eugene Section of the Albany-Junction City & Pacific West Highways in Linn and Lane Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
MAY 29 1967

Form CO-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

1065

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 24, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Projects CJF-3(2) and CJF-3(4)
Halsey - Harrisburg - Eugene Sections
Screen Planting

As requested in Mr. Young's letter of May 23, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of May 19, 1967 in the award of contract No. 7005 to Aichele Landscaping, Inc., of Gresham, Oregon, low bidder in the amount of $26, 487.50 at the May 11, 1967 bid opening.

5-26-67

REFERRED TO

By Asst. State Hwy. Engr.

RECEIVED
MAY 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 23 1967

FOR FILES

Fred W. Hill, Member
Helix

May 23, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of May 19, 1967, is requested in the award of contract for the Halsey-Harrisburg and Eugene Sections, Project Nos. CJF-3(2) and CJF-3(4).

The contractor receiving the award is Aichele Landscaping, Inc., of Gresham, in the amount of $26,487.50, with the Contract No. 7005 assigned. This bid was received on May 11, 1967, and awarded May 19, 1967.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads Ltd 20-4-64.

No utilities are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

RECEIVED
JUL 27 1967
FOR FILING

007-3(2)
007-3(4)
7005

May 19, 1967

Bid Mtg 11

Aichele Landscaping, Inc.
11360 S. E. Stevens Rd.
Portland, Oregon 97266

Gentlemen:

The State Highway Commission on May 17, 1967 accepted your proposal for screen planting on the Harrisburg-Eugene Section of the Albany-Junction City and Pacific West Highways in Linn and Lane Counties for the sum of $26,467.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7005. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is December 31, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
M. D. Asbury
L. R. Chandler
Geary North
Frank Morgan
L. M. Young
I. D. Merchant
C. D. Matthis (BLAC)
Mark Astrup

RECEIVED
MAY 15 1967
FOR FILES

Fred W. Hill, Member

May 15, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Reference is made to the bid received May 11, 1967, for the screen planting of the Harrisburg and Eugene Sections, Project Nos. CJF-3(2) and CJF-3(4).

Tentative concurrence is requested in the award to the low bidder, Aichele Landscaping, Inc., in the amount of $26,487.50, which is 15.6% above our engineer's estimate of $22,900.00. This is the only bid received on this project.

The increase is due to the price bid for item No. 1, "Embankment in Place". When establishing the estimate for this item our engineer was unaware of the difficulty to be encountered and hand placing necessary in and around an existing drainage ditch and over the 18-inch storm sewer pipe to be installed on this project. Our estimate was $2.00 for 3,540 cu.yds. of embankment. The bid of $3.00 makes an increase of $1.00 per cu.yd. or $3,540.00, the amount of increase for the entire project. We have had other $3.00 bids for this item within the last year.

In view of the foregoing we feel it is in the public interest to award the contract to the bidder at this time.

We are submitting two copies of the bid tabulations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb
cc: F. B. Klaboe
M. H. Juve
R. E. Chase

RECEIVED
APR 20 1967
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

Form CD-121 (11-63) (Prev. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

CJF-3(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1967

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Projects CJF-3(2) and CJF-3(4)
Halsey-Harrisburg-Eugene Section
Screen Planting

P. S. & E. documents for the subject project have been reviewed and are hereby approved concurrently with Mr. Young's April 3, 1967 requests for approval of individual project program changes (PR-9's) adding landscape screening. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's March 28 and April 12, 1967 reports.

You are authorized to proceed with the contractor's flagging included in both estimates for $100.00.

The use of Article 102-1.3 Embankment Measure is approved for use on this project. The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 1 - Earthwork	March 1967
Division II - Part 4 - Structures	March 1967
Division II - Part 7 - Incidentals	March 1967

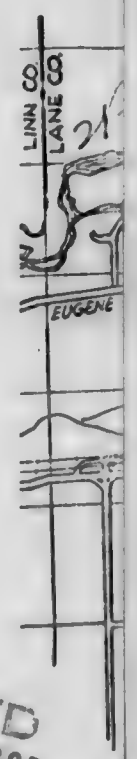
Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's April 10, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

NOTED
F. B. KLABOE

REFERRED TO
Young W.J.Y.C.
BY ASST. STATE HWY. ENGR.
4-20-67

Attachment



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

APR 10 1967

April 6, 1967

Mr. A. W. Lansend
Division Engineer
Department of Transportation
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon

Advertising Control and
Junkyard Control Funds
Fiscal Year 1967

Dear Sir:

We hereby request, in accordance with PM 21-11-65, we be allocated additional Junkyard Control Funds (Appn. Code 667) in the amount of $14,194. This request is based on the following listed junkyard Control Project, for which we intend to obligate Federal Funds prior to June 30, 1967.

Under Contract	Total Cost	Federal Funds
1. Wolf Creek-Ashland Section		
Project CJ 1-6-1(1)°	$ 7,953	$ 5,964
Project CJ 1-6-2(1)°	15,709	11,781
Proposed for Construction Prior to June 30, 1967		
2. Powell Valley-Duncan Rd. Section		
Project CJF-24(1)°°	$ 7,481	$ 5,610
3. Halsey-Harrisburg Section		
Project CJJ-6(2)°°	4,042	3,031
4. Eugene Section		
Project CJF-8(1)°°	22,483	16,843
5. Sunset Camp-N. Plains Section,		
Sunset Hwy., MP 45.58,		
Washington County	6,500	4,875
6. Washburn-Sunset Hwy. Jct.,		
Wilson River Hwy., MP 42.74,		
Washington County	5,500	4,125

	Total Cost	Federal Funds
7. Gold Beach Section, Oregon Coast Hwy., MP 382.01 Curry County	$ 10,500	$ 7,875
8. Talent-Ashland Section, Pacific Hwy. (US 99), MP 15.13, Jackson County	21,000	15,750
9. Cottin-Anlaut Section, I-5, MP 155.0, Douglas County	6,500	4,875
10. Anlaut-Jct. Data/Yoncalla Hwy., MP 168.50, Douglas County	21,000	15,750
11. Camas Valley-Winston Section, Coos Bay-Roseburg Hwy., MP 56.70, Douglas County	5,500	4,125
12. Colocia Section, I-5SN, MP 410.00, Multnomah County	17,500	13,125
13. LaGrande-N. Powder Section, Old Oregon Trail, MP 256.00, Union County	8,500	6,375
Total	$160,143	$120,104

Total Federal Funds Required	$120,104
Present Federal Fund Allocation	105,910
Additional Federal Funds Required	$ 14,193

° Project Agreement Estimates
°° P.S. & E. Estimates

Note: All of the above estimated costs include Preliminary Engineering.

We trust this information is sufficient to allow the allocation of the additional Junkyard Control Funds required by the State.

In addition to that requested for specific Junkyard Control Projects, we further request we be allocated $30,000 Federal Funds for additional Junkyard Control Projects which will be selected during the remaining three months of the 1957 Fiscal Year.

We wish to state further that we do not intend to obligate any Advertising Control Projects in the last three months of the Fiscal Year 1967.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

RNC:ia

cc: R. L. Porter
L. H. Young
F. D. Morgan
R. N. Chase
M. H. Astrup

FORM [illegible] SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1967

To: Mr. L. H. Young
Division Engineer
Eugene

SUBJECT: Junkyard Screening
Request for Additional Funds

1535

It is requested that action be taken for transfer of $13,490 from the "Allocation of Federal Funds for Outdoor Advertising Control" to the funds "Allocated for Junkyard Control" required for the following projects which have been or will be contracted prior to June 30, 1967.

UNDER CONTRACT

Wolf Creek-Medford Sec., I-5 (CJI-5-2(1) & CJI-5-1(1)	$ 23,700

PROPOSED FOR CONTRACTING PRIOR TO July 1967

Powell Valley-Duncan Rd. Sec. (CJF-24(1)	7,000	
Harrisburg-Eugene Sec. (CJF-3(2) & (CJF-3(4)	25,000	
Sunset Camp-Al.Plains Sec., Sunset Hwy., MP 45.58, Washington Co.	6,500	
Washburn-Sunset Hwy Jct., Wilson River Hwy., MP 42.74, Wash. Co.	5,500	
Gold Beach Sec., Ore. Coast Hwy., MP 332.04, Curry Co.	10,500	
Talent-Ashland Sec., Pac. Hwy (US 99) MP 15.13, Jackson Co.	21,000	
Curtin-Anlauf Sec., I-5, MP 155.0, Douglas Co.	6,500	
Anlauf-Jct. Drain/Roseburg Hwy., MP 168.50, Douglas Co.	21,000	
Coos Valley-Winston Sec., Coos Bay-Roseburg Hwy., MP 56.70, Douglas Co.	5,500	
Ontario Sec.-I-OCi, MP 410.00, Malheur Co.	17,500	
LaGrande-Al. Powder Sec., Old Ore. Trail, MP 253.00, Union Co.	6,500	
TOTAL		$159,200

SUMMARY OF FUNDS

Estimated Total Cost of Projects		$159,200
" " " "	(State Share)	39,800
" " " "	(Federal Share)	119,400
Allotted CJ Funds		105,910
Additional Funds Required from CA		$ 13,490

F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc: F. B. Klabee ✓
F. D. Morgan

FOR FILING

Fred V. Hill, Lumber
Hill

April 5, 1967

[illegible]
[illegible]
Dept. of Trans., Highway Administration
Federal-Aid Highway Administration
477 College Rd., N.E.
Salem, Oregon 97301

Powell Valley Rd.-
Lumen Id., Cib-2(1)
Lupine Sec., Cib-3(4)
Hillsgulch Underpass Sec.
Cib-3(2)

Dear Sir:

We are submitting additional program data for the above numbered projects, to add the Federal construction plans to the present Federal-Aid Program for the Highway Beautification Act of 1965".

We are forwarding the following information for each project:

Program Data, form 22-9
Cost Estimate
Contract Specifications
Contract Plans

We trust this will provide sufficient information to allow us to receive bids at our May 4, 1967 bid opening. Necessary status reports and certifications will be included in our normal letter requesting authorization to advertise.

Very truly yours,

Forrest Cooper
State Hwy. Engineer

By

L. H. Young
Office Engineering

D.R:slh

RECEIVED
MAR 3 - 1967
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

CJF-3(2)

TO 7005 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 28, 1967

In reply refer to: 08-35.EC-710.18

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Landscape and Scenic Enhancement Program

Mr. Young's February 14, 1967 letter submitted four items for inclusion in the subject program. These preliminary engineering projects in Stage 2 for junkyard screening control are approved effective today:

Item	Project	Location	Work
9	CJF-24(1)	Powell Valley Rd-Duncan Rd	PE (1 junkyard)
10	CJF-3(2)	Halsey-Harrisburg Section	PE (1 junkyard)
11	CJF-3(3)	Junction City Section	PE (1 junkyard)
12	CJF-3(4)	Eugene Section	PE (1 junkyard)

You are authorized to proceed with all phases of preliminary engineering including preparation of construction plans effective today on the above four projects.

The addition of the construction phase to the above program items must be concurrent with our approval of the P.S. & E. and the construction authorization.

On Item 9, CJF-24(1), the addition of the junkyard at mile post 19.1 to the inventory is approved.

Your submission of the P.S. & E. should be carefully reviewed to avoid a similiar situation as Unit F of CJI-5-1(1) mentioned in our February 23, 1967 program memorandum.

This action provides for preliminary engineering for four projects at a total estimated cost of $2,525.00 of which $1,893.00 is reserved and obligated as Federal-aid Highway Beautification (Junkyard) funds.

RECEIVED
MAR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
[illegible]
BY ASST. STATE HWY. ENGR.
3-3-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

CJF-3(2)

Halsey-Harrisburg Sec

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 2

CARD 2	REPORT NUMBER (18)(20)	1	PROJECT LOCATION *(45 typewriter spaces)* 21 65	US 99E 1.2 Mi. N. of Harrisburg	ADT	PRESENT	2,000	FUTURE (66)(70)	3,800	YEAR (71)	87
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	Preliminary Engineering	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)		PL. AUTH (74)	
CARD 4	CLASS OF FEDERAL FUNDS	Junkyard Control						COUNTY NAME			
	NAME OF URBAN AREA 17-31							ROUTE NO.	P	FEDERAL-AID	3

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(18	41	42	43 46	53		(54)(58)	(59) (66)	(67) (7
5					PE		US 99E 1.2 Mi. N. of Harrisburg (Halsey-Harrisburg Section)	0.18	500	375
5					ROW					
5					CONST (CODE)			0.18	(10,000)	
								0.18	500	375

(16) (23)(24)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

This proposed project consists of all phases of P.E. for the landscape screening (approx. 950') of a junkyard on the westerly side of the highway at MP 27.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		2,000	3,800 (66)(70)	87 (71)(72)	08	Oregon	35 (2)(3)	657 (9)(14)	10 (15)(18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
(68) (69)	(70)	(71)	(72) (73)	(74) (75)	CJF- (14 23)	3(2) (7 13)		(24) (26)	27

trol

COUNTY NAME: Linn — CODE: 043 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	3 (32)	58 (36)(37)	99E (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54)(58)	(59) (66)	(67) (76)			
0.18	500	375	125		P.E. including P.S. and E. Preparation. (Landscape Screening of Junkyard at State Hwy. MP 27)
0.18	(10,000)				
0.18	500	375	125		
(16)	(23)(24)	(33)			

This proposed project consists of all phases of P.E. for the landscape screening (approx. 950') of a junkyard on the westerly side of the highway at MP 27.

REMARKS

For PR-37B: On R/W-1; Zone-N*; R/W-F.

*Based on criteria at time of inventory.

USCOMM DUSCOMM-DC 48905-P61

20-8322 Santiam Rock Prod. Proj. 1967
Santiam, Clear Lake, McKenzie
#7006 & N. Santiam Hwys.

RECEIVED
OCT 9 - 1967
FOR FILING

20-8323
116

September 22, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 7006 awarded to L. V. Anderson, General Contractor, for the Santiam Rock Production Project on the Santiam, Clear Lake, McKenzie and North Santiam Highways in Linn, Lane and Marion Counties was completed on August 24, 1967, and accepted by the Highway Commission on September 21, 1967.

Final payment in the amount of $3,463.10 will be released to the contractor after September 29, 1967. The total contract amount is $70,615.02 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

win

cc Mr. L. V. Anderson, General Contractor
P. O. Box 757
Oakridge, Oregon 97463

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 22 1967
FOR FILING
20-8322
7006

September 21, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 24, 1967, on Contract No. 7006. The contract was with L. W. Anderson and was for rock production on the Santiam Rock Production Project on the Santiam, Clear Lake, McKenzie and North Santiam Highways in Linn, Lane, and Marion Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 21, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry
L. R. Chandler

srb kf

20-8322

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Santiam Rock Production Project		WEEK ENDING: Sept. 9, 1967
		SECTION PREFIX: 20-8322
HIGHWAY: Santiam, Clear Lake, McKenzie, N. Santiam		COUNTY: Lane, Linn, Marion
NAME OF JOB: Santiam Rock Production Project	KIND OF WORK: Rock Production	
CONTRACTOR: L. V. Anderson, General Contractor	CONTRACT NUMBER: 7006	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May, 17, 1967	DATE WORK STARTED: June, 13, 1967	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $78,482.25	SPECIFIED COMPLETION DATE: August 31, 1967	PERCENT OF TIME ELAPSED: 96
EXCLUSIVE OF ENGINEERING: $72,901.29	ENGINEERING AUTHORIZATION: $5,580.96	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $71,214.87	ENGINEERING COST TO DATE: $2,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT OVERRUN / UNDERRUN: 5 %	PERCENT OF AUTHORIZATION: 48 %	DATE REPORT WAS COMPLETED: August 24, 1967 SF Est to Div. 9-7-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			37,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			38,373		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			38,373		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			complete		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

RECEIVED
SEP 11 1967
CONSTRUCTION
BEND

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted to Division Office 9-7-67.

* F I N A L R E P O R T *

SIGNED R. H. Clark LOCATION Bend

R. H. Clark

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-FE19

RECEIVED
JUN 13 1967
COMMISSIONERS
FOR FILING

KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

7006

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 12, 1967

Mr. L. V. Anderson
General Contractor
P.O. Box 757
Oakridge, Oregon 97463

Dear Mr. Anderson:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7006 for the Santiam Rock Production Project on the Santiam, Clear Lake, McKenzie, and North Santiam Highways in Linn, Lane and Marion Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc **United Pacific Insurance Company**
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
MAY 19 1967
FOR FILING

31-232
7006

May 18, 1967

Mr. L. V. Anderson
General Contractor
P. O. Box 757
Oakridge, Oregon 97463

Dear Mr. Anderson:

Inclosed are three copies of Contract No. 7006 for $69,262.00 awarded to you by the State Highway Commission on May 17, 1967. This contract is for the Santiam Rock Production Project on the Santiam, Clear Lake, McKenzie, and North Santiam Highways in Linn, Lane, and Marion Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 31, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. M. Young
I. B. Marchant
C. D. Matthis (SIAC)
R. D. Asburry
L. R. Chandler
R. H. Clark

323-1714 Vale (Oregon St.) Sec. 1967
(Grading and paving)
#7007

Oct, 1967

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

...IGHWAY DEPARTMENT INVOICE

NO. 93601

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-18-67	CC 1094		None

City of Vale
City Hall
Vale, Oregon 97918
S.C.A.

RECEIVED
DEC 19 1967
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn Howard Egg, Clerk-Coordinator			
City's Advance Deposit			700.00
As per attached statement:			
Final Cost		24,654.85	
Agreed State share		24,654.85	
Agreed City Share			None
Refund Due City			700.00

ACKNOWLEDGMENT OF [illegible] REQUEST

By

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. H. PRANGE

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date December 18, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1967

Contract # 7007 Prefix 323-1714 Survey Prefix 323-1410

Street Oregon Street

City Vale

Payments to Contractor..(See attached voucher.)	$20,078.08
Engineering and Contingencies.....	3,776.77
Survey... Total: $1,417.07 City's Pro-rata Share.....	———
TOTAL.....	$24,654.85
Agreed State Share	24,654.85
Agreed City Share	$———
City Advance Deposit	$ 700.00
REFUND DUE CITY.....	$ 700.00

NOTED
H. S. COX

Reference: Outside Billing 00-1094

RU:mm

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63) (P)

COUNTY: MALHEUR

CONTRACT NO.: 7007

ESTIMATE NO.: 2

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: VALE /OREGON STREET/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DAT
001	STREET GRADING		LUMP SUM	750.0000	1.
002	TRENCH EXCAVATION		CU YDS	3.0000	49.
003	WATERING		M-GALS	3.0000	127.
004	3/4IN-0 MATERIAL IN BASE		CU YDS	4.0000	382.
005	STONE BASE		CU YDS	4.4000	1,821.
006	3/4IN-0 MATERIAL IN	PRIME COAT	CU YDS	6.5000	24.
007	MC-250 IN PRIME COAT		TONS	90.0000	3.
008	CLASS B ASPHALT CONCRETE		TONS	14.0000	552.
009	12 INCH STEEL CULVERT	PIPE	LIN FT	4.0000	258.
010	18 INCH STEEL CULVERT	PIPE	LIN FT	5.0000	84.
011	EXTRA FOR A C CONCRETE	APPROACHES	ONLY	50.0000	8.
	PRICE AGREEMENT ITEMS				
30101	PENALTY NON-SPEC ASPHALT		LUMP SUM	35.5300	1.

DATE: 09/25/67

PREVIOUS VOUCHER NO: 5586

CHECKED BY: AW/md

ENGINEER OR AUDITOR: P. F. Burnett

7007

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.	
	7007	2 F	323-1714-201 (41)	254.65 Cr.
	FEDERAL AID PROJECT NO.		323-1714-204 (41)	1,139.15 Dr.
ET/				

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
P SUM	750.0000	1.000	750.00	750.00	
YDS	3.0000	49.090	147.27	147.27	
LS	3.0000	127.500	382.50	382.50	
YDS	4.0000	382.800	1,531.20	1,531.20	
YDS	4.4000	1,821.800	8,015.92	8,235.04	219.12-
YDS	6.5000	24.800	161.20	161.20	
S	90.0000	3.780	340.20	340.20	
S	14.0000	552.380	7,733.32	7,733.32	
FT	4.0000	258.000	1,032.00	1,032.00	
FT	5.0000	84.000	420.00	420.00	
Y	50.0000	8.000	400.00	400.00	
SUM	35.5300	1.000-	35.53-		35.53-

TOTAL CONTRACT ITEMS	20,878.08	21,132.73	254.65-	9-22-67
% RETAINED ON CONTRACT ITEMS		1,139.15	1,139.15	
FORCE ACCOUNT				
TOTAL PAYMENTS	20,878.08	19,993.58	884.50	

RECEIVED
OCT 9 - 1967
FOR FILING
323-1714
7007

October 3, 1967

Fidelity and Deposit Co. of Maryland
Portland Branch Office
900 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7007 awarded to Ontario Asphalt Paving Company for grading and paving Oregon Street in the city of Vale in Malheur County was completed on August 4, 1967, and accepted by the Highway Commission on October 2, 1967.

Final payment in the amount of $884.50 will be released to the contractor after October 10, 1967. The total contract amount is $20,878.08 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

flm

cc Ontario Asphalt Paving Co.
401 N.E. 4th Avenue
Ontario, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
OCT 3 - 1967
FOR FILE

323-1714
7007

October 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 4, 1967, on Contract No. 7007. The contract was with Ontario Asphalt Paving Company and was for grading and paving on Oregon Street in the city of Vale in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 2, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action, and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

srb kf

323-1714

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Vale (Oregon Street)		WEEK ENDING: August 19, 1967
		SECTION PREFIX: 323-1714
HIGHWAY: City Street		COUNTY: Malheur
NAME OF JOB: Vale (Oregon Street)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Ontario Asphalt Paving Co.	CONTRACT NUMBER: 7007	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 17, 1967	DATE WORK STARTED: July 14, 1967	ESTIMATED COMPLETION DATE: August 4, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 70	CALENDAR DAYS USED 65
PROJECT AUTHORIZATION: $ 25,630.27	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 93
EXCLUSIVE OF ENGINEERING: $ 23,808.23	ENGINEERING AUTHORIZATION $ 1,822.64	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 20,913.61	ENGINEERING COST TO DATE $ 3,310.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 12%	PERCENT OF AUTHORIZATION: 182%	DATE PROJECT WAS COMPLETED: August 4, 1967. Semi-final submitted August 18, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.21	0.21			0.21
MILES PARTIALLY COMPLETED	0.21	0.21			0.21
MILES COMPLETED	0.21	0.21			0.21
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum	2,500 C.Y.			600 ton
TOTAL QUANTITIES CORRECTED TO DATE	Lump Sum	2,230 C.Y.			552 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	ALL	2,230 C.Y.			552 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair all week.			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity by contractor all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to Division office August 18, 1967.
This will be final weekly report submitted on this project.

SIGNED for P.F. Burnett, Res. Engr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 1 6 1967
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. BRISLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 1, 1967

Ontario Asphalt Paving Co.
401 N.E. 4th Avenue
Ontario, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7007 for grading and paving on Oregon Street in the City of Vale in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc Fidelity & Deposit Co. of Md.
Portland Branch Office
900 Failing Building
Portland 4, Oregon

Fidelity & Deposit Co. of Maryland

Baltimore 3, Maryland

RECEIVED
JUL 27 1967
FOR FILING

Sa 3-1014
7007

May 19, 1967

Bid May 11

Ontario Asphalt Paving Co.
401 N. E. 4th Avenue
Ontario, Oregon

Gentlemen:

The State Highway Commission on May 17, 1967, accepted your proposal for grading and paving on Oregon Street in the City of Vale in Malheur County for the sum of $22,763.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Vale is received and the sum of $700.00 is deposited by the City.

These conditions were fulfilled later the same day and the State Highway Engineer awarded you the project, which has been assigned Contract No. 7007. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 1, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures
bc Pacific Builder & Engr., Inc. Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
Pete F. Barnett
Frank Morgan
L. H. Young
A. F. Parson
C. D. Mattis (SIAC)
I. D. Merchant

Fred W. Hill, Member
Malin

NO.
H. S. CON

May 11, 1967

Mr. Howard Ege
City Clerk-Coordinator
252 B Street W.
Vale, Oregon 97918

Dear Mr. Ege:

On May 11, 1967, the State Highway Commission opened bids on the 1967 Special City Allotment project on Oregon Street in Vale. The apparent low bid was submitted by Ontario Asphalt Paving Company of Ontario and the anticipated cost based on the bid is as follows:

Contractor's bid	$22,783.00
Engineering & Contingencies (12½%)	2,847.88
TOTAL.....	$25,630.88
City's estimated share of preliminary engineering	61.54
TOTAL ANTICIPATED COST.....	$25,692.42

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check or warrant to this office in the amount of $700.00 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr

NOTED
MAINOR C. HOLMES

NOTED ✓
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
Salem Oregon

PUBLIC INFORMATION OFFICE PHONE 364-2171 Ext. 1501

NEWS RELEASE 67-60-S

NO. H. S. CO.

FOR IMMEDIATE RELEASE April 19, 1967

The Oregon State Highway Commission will meet in Salem to receive bids on 28 projects on Thursday, May 11, instead of May 4, as originally scheduled.

Forrest Cooper, state highway engineer, said the meeting would start at 9 a.m. in the State Highway Building.

# # # # # # # #

April 25, 1967

This applies to your 1967 Special City Allotment project. You will be notified of the low bid on your project within a few days after May 11, 1967.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

copies sent to: VALE
Sutherlin
Metolius
Lafayette
Haines
Canyonville

RECEIVED
APR 28 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARMS

Vale (Cooper Street Improvement)

3-21-67

Cost Estimate

Item No.	Item	Unit	Quantity	Unit Price	Amount
1	Street Grading	All	All		600—
2	Trench Excavation	Cu. Yd.	50	4.00	200—
3	Mulching	Sq. Yd.	70	5.00	350—
4	¾"-0 Material in Base	Cu. Yd.	390	4.50	1,755—
5	Stone Base	Cu. Yd.	2,100	4.25	8925—
6	¾"-0 Material in Prime Coat	Cu. Yd	22	7.00	154—
7	MC-250 in Prime Coat	Ton	4	80.00	320
8	Class "B" Asphalt Concrete	Ton	600	15.00	9,000—
9	12 inch Steel Culvert Pipe	Lin. Ft.	280	4.00	1,120—
10	18 inch Steel Culvert Pipe	Lin. Ft.	90	7.00	630
11	Extra For A.C. Concrete Approaches	One	8	50.00	400
				Subtotal	23,454—
	12½% Engr & Contingencies				2,931 75
				Total	26,385 75
	Est. City's Share P.E. =				131.30
			TOTAL		$ 26,517.05

Prelim. Engr Est = $ 2,500

City's Est share = $\frac{\$\ 1,385.75}{\$\ 26,385.75} \times \$\ 2500 = \$\ 131.30$

3-21-67 Called City and Secretary said she would tell Mr. Ego of our Estimate of $26,500.

RECEIVED
MAR 21 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
H.S. COX

NOTED
MAINOR C. HOLMES

NOTED
DON. HARWELL

Salem, Oregon
February 24, 1967

1967 Special City Allotment Project
Oregon Street
City of Vale

Mr. J. E. Morelock

O F F I C E

The survey data on the above named section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Engineer

RUmr
Att.

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STREET - CITY OF VALE
CITY STREET MALHEUR COUNTY
Prefix 323-1410

Narrative Report on Survey

This survey started on Monday February 6, 1967. Center line of 80 foot street (Oregon Street) established. This center line did not fit center of existing street. Checked plats in both city hall and Malheur county records in Vale to verify street width.

Stationing for this center line based on assumed stationing starting with Sta. 10+00 along east street line of 14th St. This stationing terminated on centerling of John Day Highway- This Sta. on center of 12 th street - Sta. 19+9742. There was a PK nail set by others that fit intersection of Oregon Street and 12th street.

After center line established, levels were run over line and cross sections taken. Artificial topography tied in and later this plotted on 1"=50' detail map made up on mylar film.

Talked to Howard Ego, City Clerk Coordinator, for city of Vale regarding location of existing street not fitting true center of street. He was sure that intent was for new work to be on center of street rather than improving street in it's present location. There is a large Bureau of Land Management warehouse on the northerly side of Oregon street and shifting center of street to it's true location will fit their approaches much better. True center of street is about 10 feet south of center of existing roadway.

There will be some problem getting proper drainage since the grade of street will be nearly a 00 grade and adjoining ground is real flat. However a ditch along both sides of street will drain toward 12th street (John Day Highway). This lack of proper drainage due to flat ground doesn't appear to have caused any particular problems, soft spots in roadbed or water pockets along roadway in the past. The only way to get effective drainage along this street would be with a storm sewer system which wouldn't be feasable to construct with this typical section.

Discussed this drainage with Howard Ego, City Clerk Coordinator for city of Vale, and he advised that they plan to put in storm sewers at a later date, probably with help from Soils Conservation Service.

There is a newly constructed 4" water main (transite) throughout length of project. Location of this water main taken off city plat and shown on detail map. There should be no problem with this water line as it is a minimum depth below existing street grade of 3 feet.

OREGON STREET - CITY OF VALE
Narrative report on Survey

There is one telephone pole on south side of street opposite Station 12+97 that will have to be moved. There is also one power pole and anchor on south side of street opposite Station 14+97 that will have to be moved. There is no other conflict with utilities. A water meter on south side of road opposite Station 16+74 is only 30.2 feet from center line but this can be protected.

Two prospective sources of material in the vicinity of project as follows:

1. State controlled material source, located westerly of and 0.7 mile distant from the John Day Highway at M. P. 277.0. This source is approximately 1.5 miles from project.

2. State controlled material source located adjacent to the Vale-West secondary highway at M.P. 2.00 along the easterly side of highway. This source is 8.4 miles west of Vale, approsimately @ 9.0 miles from project.

The grading on this project is relatively light. Grading and shaping of roadway can be taken care of with preparation of old roadbed item. There is approximately 360 cu. yds. of embankment and 410 cu. yds. of excavation. The only problem being that the excess excavation is all in one place, right on the easterly end of project.

Work on this survey completed and all data taken into Division Office in La Grande on February 14, 1967.

P. F. Burnett
Resident Engineer

ESTIMATE OF COST

OREGON STREET (VALE) SECTION

CITY STREET
MALHEUR COUNTY

GRADING AND PAVING

No.	Item	Unit	Quantity	Unit Price	Amount
1	Trench Excavation	c.y.	60	$ 4.00	$240.00
2.	Watering	M-gal	220	4.00	880.00
3.	Preparation of Old Roadbed	all	all	500.00	500.00
4.	Coarse Crushed Material in Base	c.y.	1860	3.50	6,510.00
5.	3/4"-0" Material in Base	c.y.	440	4.50	1,980.00
6.	3/4"-0" Material in Prime Coat	c.y.	25	6.00	150.00
7.	MC-250 Asphalt in Prime Coat	ton	4	60.00	240.00
8.	Class "B" Asphaltic Concrete	ton	600	14.00	8,400.00
9.	Extra for Paving Approaches	each	7	50.00	350.00
10.	12-inch culvert Pipe	lin. ft.	220	4.00	880.00
11.	18-inch Culvert Pipe	lin. ft.	90	7.00	630.00
12.	12-inch Culvert End Section	each	14	30.00	420.00
13.	18-inch Culvert End Section	each	3	40.00	120.00
					$21,300.00
	Engineering & Contingencies 20%				4,200.00
					$25,500.00
					~~41.02~~
					$25,519.02

Ref. city share P.

RECEIVED
FEB 1 - 1967
FOR FILING
323-1714
7007

January 31, 1967

City of Vale
City Hall
Vale, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 3249

Gentlemen:

We are enclosing for your files a fully executed copy of a special street fund agreement with the City of Vale in Malheur County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D N. Harwell
(Conformed Copy)

RECEIVED
JAN 13 1967
FOR FILING

1-11-67

Prefix No. 323-1410

LOCATION PROSPECTUS
OREGON STREET SECTION
CITY OF VALE
MALHEUR COUNTY

HIGHWAY: Oregon Street, city of Vale. Not on Federal-aid or State system.

TERMINI: The westerly terminus is at the intersection of Oregon Street and 14th Street. The easterly terminus is at the intersection of Oregon Street and 12th Street.

LENGTH: The total length of the project is 0.20 mile.

PROGRAM: 1967 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. No reconnaissance is necessary. The survey need not be tied to the Lambert Grid System. Drainage studies will be made and any problems resolved. Soils investigations will be conducted.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot crushed rock shoulders.

BASE DESIGN: The tentative base design for construction is:

Paving	3-1/2"	A.C.
Top Course Base	2 "	Leveling
Bottom Course Base	10 "	Coarse Crushed
Total Depth	15-1/2"	

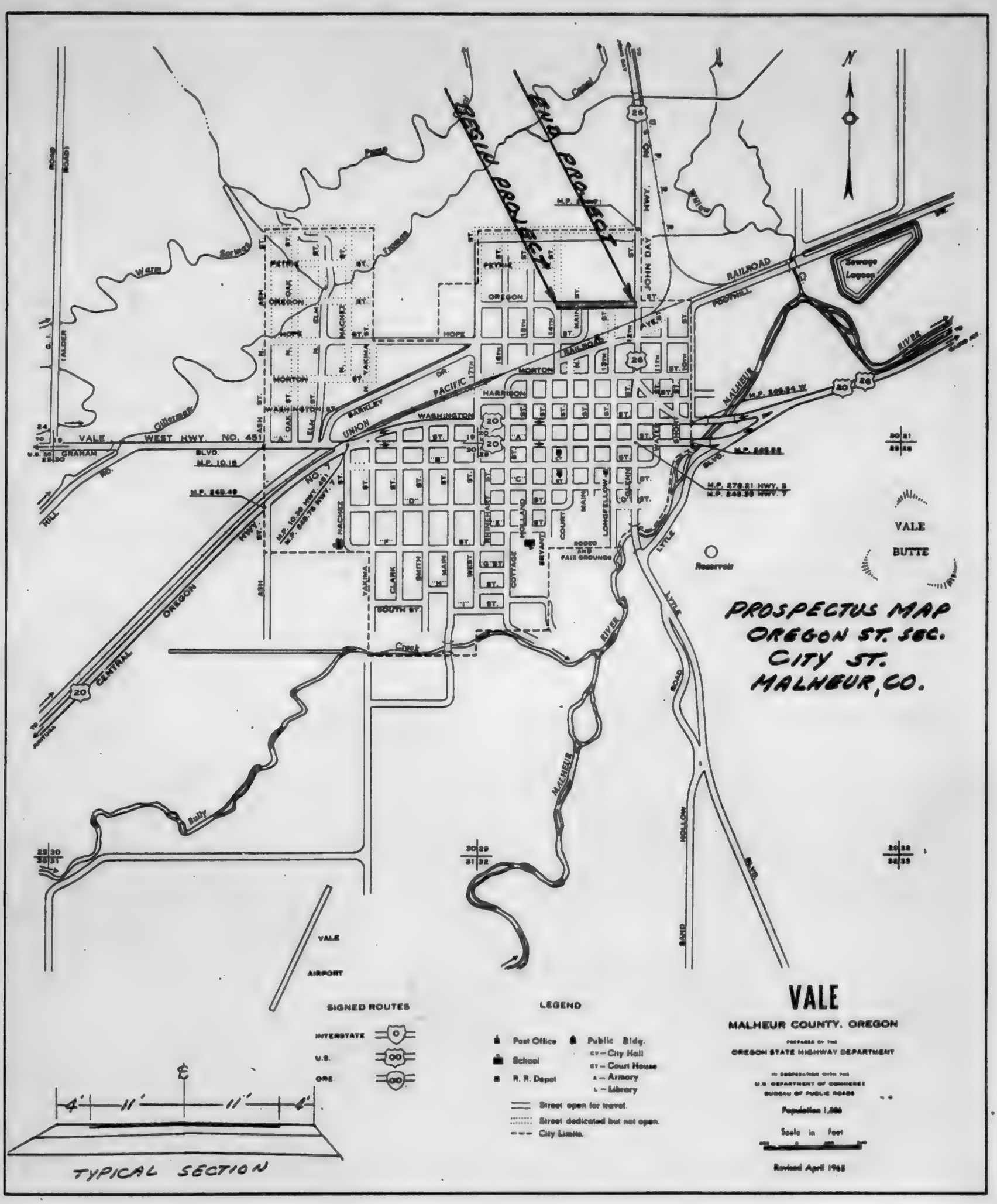
MATERIAL SOURCES: Investigations for material sources will be made during the survey and tied to the project.

ADDITIONAL FACILITIES: No railroad or stream crossings. The City will adjust water mains, sewers, etc., if required.

AGREEMENTS: Routine negotiations for Special City Allotment project.

January 11, 1967
Attachment
cc: A.W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
TOM EDWARDS


N
REGIL PROJECT
END PROJECT
JOHN DAY HWY.
RAILROAD
Sewage Lagoon
FOOTHILL
RIVER
MALHEUR
M.P. 249.34 W
M.P. 248.28
M.P. 248.48
M.P. 10.38 HWY. 451
M.P. 248.78 HWY. 7
M.P. 279.21 HWY. 8
M.P. 248.58 HWY. 7
VALE WEST HWY. NO. 451
BLVD.
M.P. 10.18
GRAHAM
HILL
ROAD
CENTRAL
OREGON
HWY.
NO. 7
Gilbreath
Willow
Spring
Creek
Daily
Reservoir
VALE
BUTTE
ROGUE RIVER FAIR GROUNDS
PACIFIC
OR.
UNION
BARLEY
WASHINGTON
HARRISON
MORTON
OREGON
PEYNE
HOPE
MACHER
OAK
ELM
ASH
MAIN
WEST
SMITH
CLARK
YAKIMA
COTTAGE
BRYANT
COURT
HOLLAND
LONGFELLOW
SOUTH ST.
LYTLE
ROAD
SAND
HOLLOW
BLVD.
VALE
AIRPORT
PROSPECTUS MAP
OREGON ST. SEC.
CITY ST.
MALHEUR, CO.
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
VALE
MALHEUR COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 1,886
Scale in Feet
Revised April 1965
℄
4'
11'
11'
4'
TYPICAL SECTION

Form E-39

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

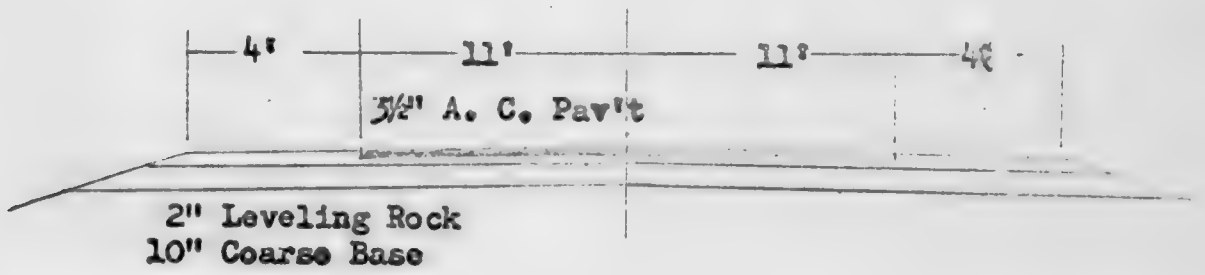
NOTED
RICHARD UNREIN

Section Oregon Street (Vale) Date December 27, 1966.

Highway City Street Authorization No. 1

County Malheur Division 5 Survey Prefix 323-1410 /
(Assigned by Salem office)

Description of termini, route, length, etc.: Beginning at 14th Street;. thence easterly to 12th Street in the City of Vale. The overall length of the project is 0.20 miles.



Typical Section

Purpose of survey:

Prepare plans, specifications and estimate of cost for the reconstruction of Oregon Street in the City of Vale.

Estimate of cost:

Survey	(900)	0.20 miles @ 8,000	$ 1600
Geology and soils	(910)		400
Plans	(905)		500

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 2,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

To be assigned
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Ass't Construction Engineer

Approved:

Ass't State Highway Engineer

State Printing

December 20, 1966

Mr. Howard Ege
City Clerk-Coordinator
City Hall
Vale, Oregon

Dear Mr. Ege:

On December 19 the State Highway Commission approved the City's request for a Special City Allotment project on Oregon Street, to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map showing colored in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

NOTED
RICHARD UNREIN

E. S. Cox
County and City Engineer

ESCtmr
Att.

bcc A. F. Parsons

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

Section 17th & Oregon Streets Highway City of Vale County Malheur

Res. Engr. _____ Approx. Length 0.4± Miles. Sta. _____ to Sta. _____

Truck A.D.T. 9 Traffic Coefficient 6.0 18 kip s.a. per day 6.3.

Annual Precipitation 9"± Frost Penetration 24"±.

Prefix	Date	CBR Total Req'd	Actual	Total
7007	Dec			

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(1)
Typical Soil
50 LL
14 PI
94 % 10
[redacted] %P200
6 %Gravel
4 % Sand
[redacted] % Sand
59 %Silt
23 %Clay
10 "R" Value
[redacted]

	CBR Total Req'd	Actual	Total	
		7.0	3.5	A.C.
		2.0	2.0	Lev.
		10.0	10.0	Cr. Base
	19.0	19.0	15.5	

AASHO CLASSIFICATION:
A-7-5(12)

MATERIAL SOURCES:
To be determined by the Engineer.

Should substitutions be made use the "CBR Total Requirement" column to obtain required total thickness and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specs.) (plus Supplementals)	=	0.8" Crushed Base

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County - City (2)

Submitted by E. J. Hoffman for Staff Assistant

Recommended by D. A. Nichols Engineer of Materials

Recommended by A. F. Parker acst Construction Engineer

Approved by J. K. Haloe Asst. State Highway Engineer

FILED NOTED

5.66

SECTION: 17th & Oregon Streets

HIGHWAY: City of Vale

COUNTY: Malheur

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT (1965) 180 (Total)

B. Future ADT (1985) 270 (Total)

C. Mean ADT 225 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 8 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .04 x (C) 225 = 9

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 9 x (H) 100 % = 9

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669

= 6.0

SECTION: 17th & Oregon Streets

HIGHWAY: City of Vale

COUNTY: Malheur

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet

2. **Soils Characteristics:** See design chart attached

3. **Weather:** See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present OSHD surfacing thickness standards.

5. Cost Comparisons: None made - see remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.

13. Traffic Safety: Not applicable

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See Items 6 & 12.

November 30, 1966

NOTED
H. S. COX

Mr. Howard Ego
Clerk-Coordinator
City Hall
Vale, Oregon

Dear Mr. Ego:

It is planned to submit your proposed project on Oregon Street from 17th Street to 12th Street to the Highway Commission for consideration of construction under the Special City Allotment Act (ORS 366.805).

The preliminary estimate for providing 22' of asphaltic pavement with 4' shoulders on this section is $49,000. In these instances where a City is to participate in the total construction cost of a project, the Highway Commission will only give consideration to those cities which submit a letter stating that the City is willing and able to pay all costs in excess of $25,000.

Receipt of a letter, prior to December 6, 1966, stating Vale's ability to pay its estimated share ($24,000) of the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr
cc - Map

NOTED
DON HARWELL

S.C.A. INVESTIGATION DATA

City of _____ Date _____, 19 65 Division I
Street (s) _____ No. previous projects 3
_____ Last project _____ (year)
_____ Total SCA Funds to date $ _____

EXISTING

Surface now in place: A.C. — Oil — Gravel — Concrete —
Surface width: _____ feet, Shoulder-shoulder width: _____ feet
C-C width: _____ feet, Right-of-way width: 80 feet

Remarks: _____

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 22 feet Shoulder width: 4 feet C-C width: — feet
Thickness of: A.C. 3½ inches, Leveling 2 inches, Base 10 inches
Length: 2,000 feet, 0.38 mile. Type curb: —

Remarks: _____

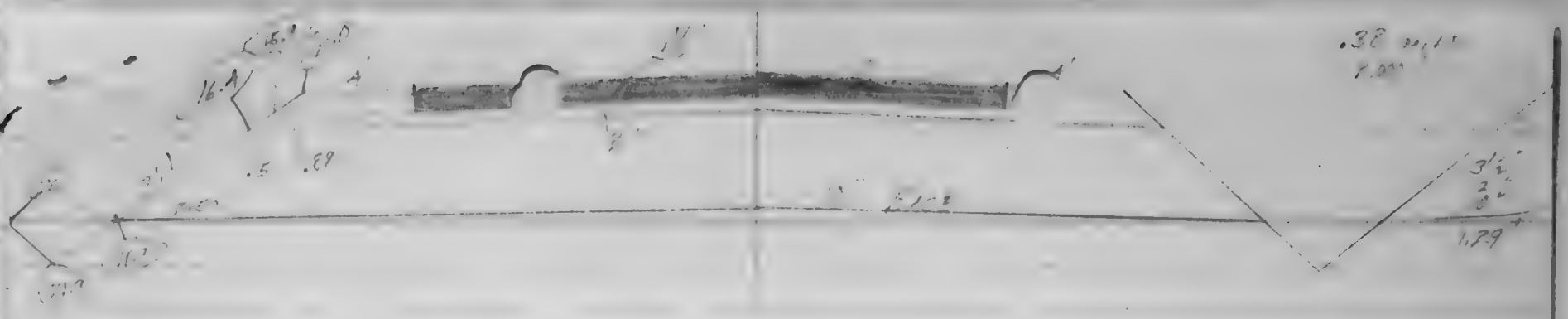
City may use 1300 S.Y.

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ —
General Excavation	c.y.	3,750	1.00	3,750.00
Drainage Excavation	c.y.	30	4.50	135.00
Culvert Pipe 12" C.M.P.	lin. ft.	350	4.25	1,487.50
Base Material (1-1/2-0)	c.y.	3,450	4.00	13,800.00
Level Material (3/4-0)	c.y.	950	4.50	4,275.00
Asphalt	ton	1135	13.00	14,755.00
Inlets	ea.	—	—	—
Manholes	ea.	—	—	—
Concrete Curbs	c.y.	—	—	—
Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	120	3.50	420.00
Extra for Approaches	ea.	10	50.00	500.00
Adjust. Inlets and M.H.'s	ea.	City	City	City
Other binder	All	1		210.00

* Items include 10% allowance.

Total	$ 40,038.50
Engineering & Contingencies (20%)	8,006.50
TOTAL	$ 48,039.00
City's Estimated Share of Survey	768.00
TOTAL ESTIMATED COST	$ 48,807.00



3,730 C.Y.

27 C.Y.

3,730 C.Y.

140 C.Y.

1122 Ton

1.0 M-GAL

768

NOTED SCA
RICHARD UNREIN

PROJECT DATA, CITY OF Vale Date July 21, 1966

To be financed by Special City Allotment Fund and necessary city funds.

Street name Oregon St., 17th Street, Weststs., and Barkley Drive
(Locate project on attached map.)

Project length Aprox. 4300 Ft.

DESIRED STREET SECTION:

Standard roadway; width of travel way: 38 feet, width of shoulders: 2 feet

Curbed section; width curb to curb: _____ feet

Remarks _____

Surface now in place: Oil X Paving ____ Gravel X

Present surface width: 38 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 40 to 80 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No ____

Give width of intersecting streets: 80 ft.

Are intersecting streets curbed? Yes ____ No X

Remarks Oregon St. 80 ft., 17th St. 40.6, Barkley Road 60 ft.,
West St. 80 ft. right of way

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: _____

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ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

SCA

NOTED
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3.5 feet

Remarks _____

_____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes X No ___

Which company? Idaho Power Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Malheur Home Telephone Co.

Railroad tracks? Yes X No ___

Which company? Union Pacific Railroad

Is crossing presently protected by automatic railroad signals?

Yes ___ No X

Remarks Do not have railroad crossing as yet, still trying to get it.

_____

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No_X_

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No_X_

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _____feet

Remarks_____

_____

_____

STORM SEWERS -

Now in place?. Yes____ No_X_

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes_X_ No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: __4___feet

Remarks_____

_____

_____

SCA

NOTED
RICHARD UNREIN

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes X No ____

Clearing? Yes X No ____

Base rock? Yes X No ____

Concrete curbs? Yes ____ No ____

Driveways? Yes ____ No ____

Remarks _____

_____

_____

GENERAL INFORMATION:

Are city finances available? Yes X No ____

When available? Date _____

Has city established grade on street? Yes ____ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

City will dispose of excess excavated materials

_____

General remarks: _____

_____

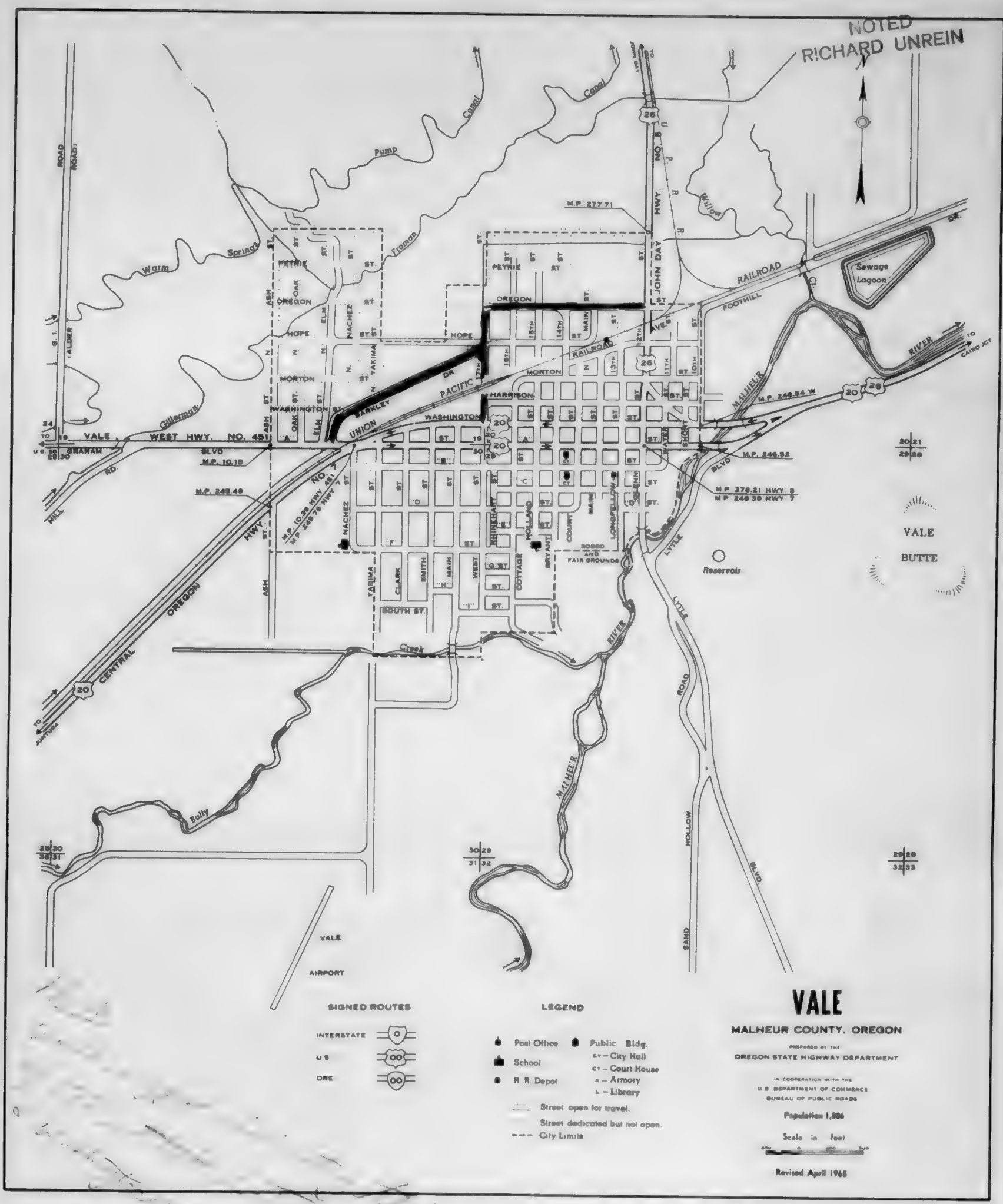
_____

By Werner G. Cummings
Mayor

By Howard Eaa
City Recorder or City Manager

By _____
City Engineer

NOTED
RICHARD UNREIN



SIGNED ROUTES

INTERSTATE
U S
ORE

LEGEND

- Post Office
- School
- R R Depot
- Public Bldg.
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits

VALE

MALHEUR COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,806

Scale in Feet

Revised April 1965

6-14-66

R E S O L U T I O N

NOTED
RICHARD UNREIN

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Vale is an incorporated city of the State of Oregon and has a population of 1810 as given by the latest official census; and

WHEREAS, the following streets of said city, Oregon St. from Highway 26 to 17th Street, 17th Street from Oregon St. to Wasshington St. and Barkley Drive from Graham Blvd. to 17th Street

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ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of Vale does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Howard Ego as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 14th day of June, 1966.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

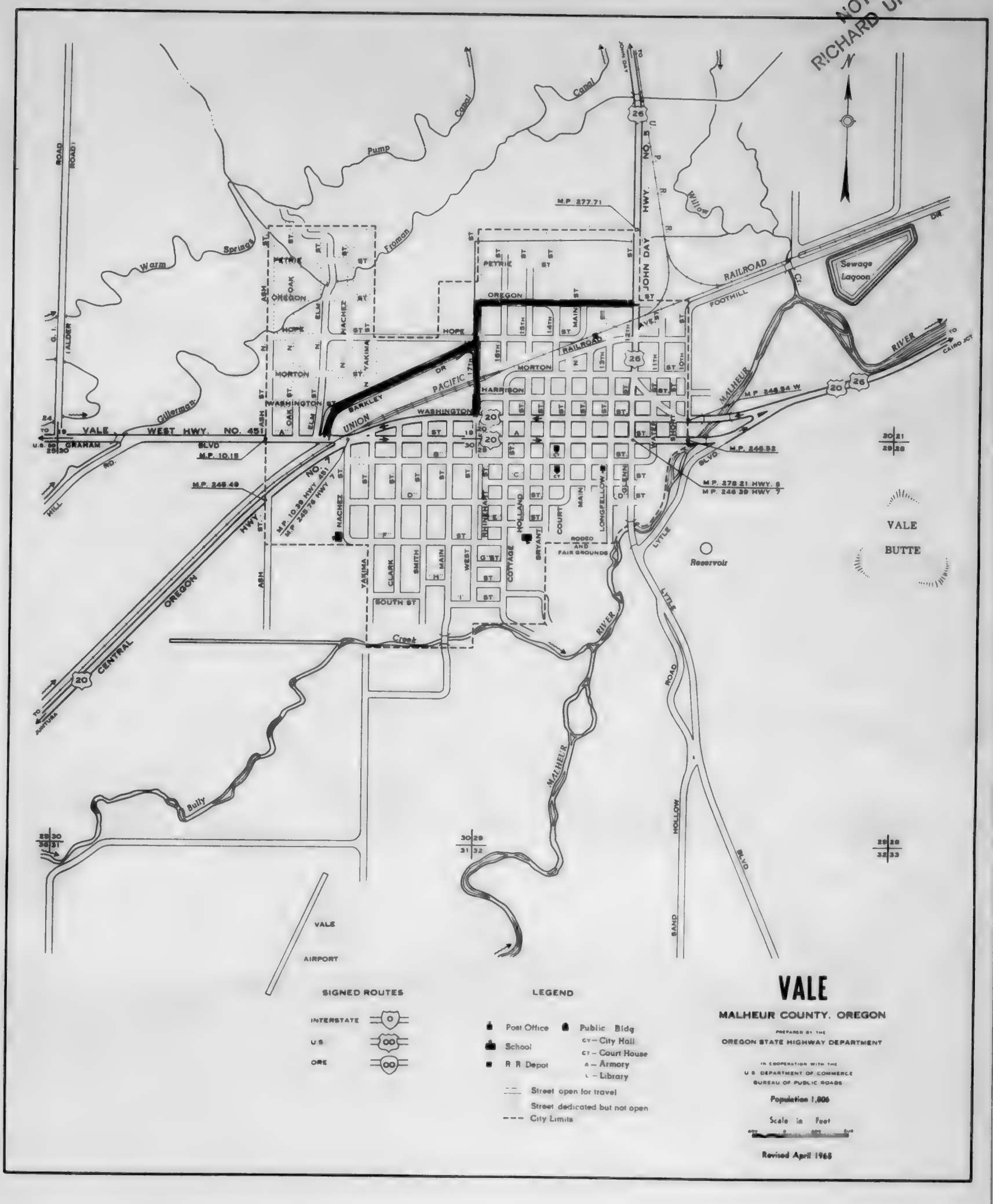
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Vale at a regular ######## meeting of said Council, held on the 14th day of June, 19__, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21st day of June, 1966.

Howard Ego
City Recorder

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN



SIGNED ROUTES

INTERSTATE 0
U.S 00
ORE 00

LEGEND

- Post Office
- School
- R R Depot
- Public Bldg
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel
- Street dedicated but not open
- City Limits

VALE

MALHEUR COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,806

Scale in Feet

Revised April 1965

24-1122 Fargo Rd. Interch. Sec., ~~1967~~ 1958
Pac. Hwy. (Grad., pav.,
#7008 sign.) [redacted]

A+R
458

REGION
JUL 18 1969
Region
Wash DC
J Hegmann, Area Engr

7-7-69

FORM R-20 (SHD)
REVISED JAN. 1965

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Marion	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
6-9-69	J. R. Schultz, Asst Area Engr		LSI 5-5-(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACTING AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
4-15-68	3-3-69	85 %	compl.date 5-31-68
APPROVED EXTENSIONS	**LOCATION**		
none	I-5, 2.14 mi. South of Clackamas County Line		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

NOTED
R. L. PORTER
F. B. KLAEGER

PACIFIC HIGHWAY
FARGO ROAD INTERCHANGE
ROADSIDE IMPROVEMENT

This project consisted of furnishing and planting trees shrubs, and vines.

The project was completed at a final cost of $14,296.89, exclusive of engineering and contingencies, which is an underrun of o.4%. Individual overruns are explained by the Project Engineer in a statement on file with the Division copy of this report.

The work, with the exception of the establishment period on April 15, 1968, is completed. The replacement planting following the establishment period was completed January 22, 1969. The State Highway Commission authorized acceptance of the project as of March 3, 1969.

Refiled to
Morgan
7-11-69

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STATE HIGHWAY ENGINEER

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original signed by J. J. Hegmann J. J. HEGMANN		SIGNATURE: R. E. Simpson	
TITLE: Area Engineer	DATE: 7-7-69	TITLE: Division Engineer	DATE: 7-7-69

REPLACES PR 33A(2) REV. 4-66 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Form E-323 (Rev. 10-68)

124-1124
7180

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Pudding River (Killin) Bridge Date May 29, 1969

Highway Woodburn - Estacada Contract No. 7180

County Marion Kind of Work Grading, Paving and Structures Contractor Babler Bros., Inc.

	Authorized	Estimated
Contract Amount	$ 529,858.00	$ 535,665.50
Anticipated Items	2,900.00	2,900.00
Contingency (4½%)	23,974.11	69,215.00
Engineering	47,948.22	53,148.22
Credits		
PROJECT COST	$ 604,680.33	$ 660,928.72

NET INCREASE $ 56,248.39 or 9.30%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Item 3 Ditch Excavation	$ 1,155.00	+ $ 1,107.00
(C) Item 40 Furnish 12 BP 53c Steel Piling	14,625.00	+ 1,575.00
(C) Item 43 Splice Steel Piles	2,000.00	+ 1,300.00
(U) EWO 1 Flagging	500.00	
(U) P.A. No. 1 Furn. & Inst. Dr. Pipe & Rock Backfill	1,098.00	+ 69,215.00
(U) PA #2 Embankment in Place	50,050.00	
(U) Future Contingencies	17,567.00	

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 7-8-69

Principal reasons for overruns (Continue on reverse side): A typographical error in the Project Plans resulted in the omission of 55,000 Cu. Yds. of Embankment in Place. Item No. 4. Price Agreement No. 2 covering the omitted quantity has been approved and is included above.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Arthur Duffy
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by R. D. Thomas
Division Engineer

Noted by
Assistant State Highway Engineer

SP*23780-734

FORM S-133

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

24-1122
LC 08

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 17, 1968

Mr. Joe Karako
La Barge Pipe and Steel Co.
7400 South Broadway
St. Louis, Missouri 63111

SUBJECT: Fargo Road Interchange
Oregon State Contract 7008

Dear Mr. Karako:

Enclosed herewith is a copy of U.S. Steel Co. mill report on heat no. B 37146, API 5 L Grade B seamless line pipe, 14" x .375". This heat number was found on a 19'6" piece of pipe which also bore the 6J11024 number found on the 25'6" pipe used on the Fargo Road Interchange job. The heat number is assumed to also represent the 14" pipe used on the subject project.

You will note that the chemistry conforms to the requirements of API 5LX-52. However, the tensile properties do not conform to the requirements in that the yield point is 6,500 psi below the specified minimum.

Since the project has been accepted as is, there may be no further action taken with respect to the non-specification material.

On current and future projects the Materials Division will undertake to enforce the specifications.

Thank you for your cooperation.

Very truly yours,

O. A. WHITE
Engineer of Materials & Research
by

JOHN C. JENKINS
Asst. Engineer of Materials
and Research

RECEIVED
JAN 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Ed Robinson
Kilsby Tube Supply
Lloyd Shaw
Ivan Merchant
Frank Morgan
Ed Rief

United States Steel Corporation

National WORKS

STANDARD CERTIFIED TEST REPORT

TUBULAR PRODUCTS

1-5-68 DATE

MATERIAL / TREATMENT: Seamless Line Pipe

GRADE: B API 5L

CUSTOMER
NAME: State of Oregon Highway Dept
ADDRESS:
CITY AND STATE:

CUSTOMER'S ORDER NO.:
U.S. STEEL ORDER NO.:
INVOICE NO.:

ITEM NO.	CODE OR LOT NO.	SIZE O.D.	~~WT./FT.~~ OR WALL THICKNESS			HEAT NUMBER	HYDRO. TEST PRESSURE P.S.I.	MECHANICAL PROPERTIES: YIELD STRENGTH P.S.I.	TENSILE STRENGTH P.S.I.	ELONG. IN 2" %	CHEMICAL ANALYSIS (%): C	Mn	P	S	Si	Mo		
	19	14"	375			B37146		45500	71500	38.0	.21	.92	.013	.021	CHECK			
											.21	.88	.016	.018	CHECK			
											.19	.95	.012	.020	Full			

MET 4-1 REV. 1-64
USS CAT. NO. 8372.01

WE HEREBY CERTIFY THAT THE ABOVE FIGURES ARE CORRECT, AS CONTAINED IN THE RECORDS OF THE COMPANY

H L Root

J. S. Gamble, Division Manager
Quality Control Division

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JAN 5 - 1968

24-1122
1108

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 28, 1967

Mr. Ed Robinson
Fentron Highway Products, Inc.
2611 N. W. Market Street
Seattle, WASHINGTON 98107

SUBJECT: Fargo Road Interchange
Oregon State Contract 7008

Dear Mr. Robinson:

Your letter of December 7, 1967, concerning documentation of 14" x .375" steel pipe used on the subject project, stated that a chemical analysis had been performed on a scrap of the pipe. It was our understanding that this analysis had been performed by Northwest Testing Laboratory and on December 13 we requested that we be furnished a certified copy of the report by the laboratory. We also requested that the remnants of the hand hole cut-out, on which the chemical analysis had been performed, be forwarded to the Materials Division in Salem for physical testing.

To date neither of these requests has been complied with. We ask your cooperation in this.

We have had some conversation with Mr. Joe Karako of La Barge Pipe & Steel Co. regarding the alternative of testing the remnants of 14-inch pipe which they supplied to Fentron through Kilsby Tubesupply. Mr. Karako feels certain that he can identify the remnants in the La Barge yard. However, since only one piece of pipe which Mr. Rief saw in your shop was marked in any way, the only remnant which we would accept is one which came from that marked pipe.

Mr. Catanga of U. S. Steel Co. confirms that the pipe marked with the number 6J11024 was made by U. S. Steel, but this number is not the heat number. The heat number is on the other end of the pipe, which is possibly still in the yard at St. Louis. If a full length of 14" x .375" U. S. Steel pipe with the number 6J11024 on one end and the heat number on the other end can be located, and if this heat number agrees with the heat number on the alleged remnant, we would accept this remnant and heat number as being from the same material furnished to the project. We would then accept a sample removed from the remnant, and adequately certified as being from the identified remnant, for testing by this laboratory

or by a qualified private laboratory. Chemical and physical properties conforming to the specifications of API 5 LX-52 would be required.

Contrary to our letter of December 13 we will accept a certified mill report on the pipe, but only if it is the original report, is adequately identified by heat number and the number 6J11024 and if it shows test results for the chemical and physical properties required by the specification.

We hope that this affair will be brought to a conclusion in the near future.

Very truly yours,

O. A. WHITE
Engineer of Materials & Research
by

J. C. Jenkins
Ass't Engineer of Materials
and Research

JCJ:sw

cc: W. Schiessl
E. L. La Barge
Kilsby Tubesupply
L. Shaw
I. Merchant
F. Morgan
E. Rief
J. Jenkins

RECEIVED
DEC 2 6 1967

L. Shaw

COMMISSIONERS
STOLEN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

24-1122
7008

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 13, 1967

Mr. Ed Robinson
Pentron Highway Products, Inc.
2611 N. W. Market Street
Seattle, Washington 98107

SUBJECT: Fargo Road Interchange
Oregon State Contract 7008

Dear Mr. Robinson:

Your letter of December 7, 1967 to Mr. Ed Rief has been referred to this office for action. We should first point out that the proper reference is the Fargo Road Interchange project, rather than the Cedar Hills Interchange.

We appreciate your efforts in attempting to obtain proper certification for the 14" x .375" pipe referred to in your letter. The point that seems to have been missed is that we are not concerned so much with having any piece of paper to document the material as we are with having the right paper.

The pipe in question, when first seen by Mr. Rief on June 29, 1967, consisted of two pieces 25' 6" in length and one piece 22' 6" long. According to the report by Mr. Rief to the Oregon Bridge Engineer, Mr. Ivan Merchant, dated August 23, 1967, only one of the pieces was marked in any way, and this 25' 6" piece was marked with a painted legend identifying the piece as being of U. S. Steel manufacture with the heat number GJ11024. Later, on August 2, when Mr. Rief returned to your shops, all three pieces of pipe had been marked with yellow keel, "La Barge heat number 4020," in keeping with the certifications furnished by Kilsby Tubesupply. Later Kilsby Tubesupply reissued the copy of the mill report showing U. S. Steel as the manufacturer.

DEC 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

The question of discrepency between product and mill report was raised not just to get another paper with different words but rather because we wanted to know the truth of the matter. If the La Barge shipment identified by Pentron Purchase Order S-579303 and La Barge Invoice Number 10784 dated June 23, 1967 included a piece of U. S. Steel pipe with heat number 6J11024 as well as La Barge heat number 4020, then both of these heats should have been reported. If only La Barge pipe were involved there could have been no excuse for Kilsby Tubesupply to change the name of the manufacturer from La Barge to U. S. Steel.

The net effect of all this juggling has been to cast doubts on the veracity of the principals concerned. Obviously the solution to this kind of a problem is to ignore the documentation furnished and test the product.

We have been informed that the chemical analysis mentioned in your letter was performed by Northwest Testing Laboratory. Please submit a certified copy of this report to this office, along with the remnants of the test specimen. We would like to perform a tensile test on the hand hole cut-out if there is enough material left. Acceptance of this material will depend on these chemical and physical test results.

If discrepancies occur on future documentation of material by your company we will be forced to dispense entirely with mill reports and accept all material on the basis of tests by this laboratory.

Very truly yours,

O. A. WHITE
Engineer of Materials & Research
by

J. C. JENKINS
Ass't. Engineer of Materials
and Research

JCJ:go

cc: R. L. La Barge
Kilsby Tubesupply
L. Shaw
I. Merchant
F. Morgan
Ed Rief

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DEC 13 1967
FOR FILING

24-1122

7008

December 12, 1967

Salem Road & Driveway Co.
P. O. Box 603
Salem, Oregon 97308

Attention: Mr. George Lindahl
Secretary

Re: Contract No. 7008

Gentlemen:

Your letter of December 5 addressed to Mr. Arthur Duffy, Resident Engineer, concerning a telephone damage claim involving Olsen-Campbell, Inc., has been referred to this office.

At this date no claim has been filed in this office concerning the damage to the cable owned by the Aurora Telephone Company. This, however, does not mean that the claim has been settled - simply that we have not been advised of it.

This job was accepted by the Highway Commission on November 1, 1967, and the six months' period for filing the claim under the bond begins to run on that date.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln

cc Mr. Arthur Duffy
P. O. Box 30
Salem, Oregon 97310

FORM E-30X—50M—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

[redacted]

P.O. Box 30, Salem, Oregon 97310

December 7, 1967

To: Salem Road & Driveway Co.
P.O. Box 603
Salem
Oregon 97308

SUBJECT: Fargo Road Interchange Section
Pacific Highway
Marion County
Contract No. 7008

Att: George Lindahl

Gentlemen:

By copy of this letter we are forwarding your letter of December 5, 1967 to Mr. Floyd Query, Commission Secretary and trust he will furnish you the desired information.

Very truly yours,

Arthur Duffy
Resident Engineer.

cc Mr. Floyd Query

Salem ROAD & DRIVEWAY CO.

P. O. BOX 603 • SALEM, OREGON 97308
TELEPHONE: 585-5656

December 5, 1967

Mr. Art Duffy, Resident Engineer
Oregon State Highway Department
P. O. Box 30
Salem, Oregon 97308

Dear Sir: Re: Contract No. 7008
Aurora Telephone Co. vs: Olson-Campbell, Inc.

In a letter under date of October 17, 1967, a copy of which was mailed to you, our sub-contractor, Olson-Campbell, Inc., reviewed the circumstances surrounding damage to cable owned by Aurora Telephone Co.

On November 2, 1967 the Highway Commission relates final payment for the contract is to be made to us after November 9, 1967 and states that "no claims for labor or material have been filed with us".

By the way of this information we assume that the claim filed by Aurora Telephone Co. against Olson-Campbell, Inc. has been either settled or resolved to the satisfaction of both parties and including the Highway Department.

Would you kindly report to us in writing the date this settlement or disposition was made which will permit us to close our file.

Very truly yours,

Salem Road & Driveway Co.,

George Lindahl

George Lindahl, Sec.

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DEC 06 1967
RESIDENT ENGINEER

RECEIVED
NOV 8 - 1967
FOR FILING

24-1122
7008

November 7, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

A post-final payment for $3,100 will be made to Salem Road and Driveway Company on Contract No. 7008 for grading, paving, and signing on the Fargo Road Interchange Section of the Pacific Highway in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $201,968.58 including the post-final payment. Of the total $1,237.01 is for force account work.

Very truly yours,

Floyd Unery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Salem Road and Driveway Co.
P. O. Box 603
Salem, Oregon 97308

Victor S. Bisley Company
Board of Trade Building
Portland, Oregon

C. H. Maison
Attn: John Herr

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NOV 2 - 1967
FOR FILE
24-1122
7008

November 2, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 7008 awarded to Salem Road and Driveway Company for grading, paving, and signing on the Fargo Road Interchange Section of the Pacific Highway in Marion County was completed on October 2, 1967, and accepted by the Highway Commission on November 1, 1967.

Final payment in the amount of $5,928.93 will be released to the contractor after November 9, 1967. The total contract amount is $198,868.58 including $1,237.01 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Salem Road and Driveway Company
P. O. Box 603
Salem, Oregon 97308

Victor S. Risley Company
Board of Trade Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 3 - 1967
FOR FILING
24-1122
7008

November 1, 1967

#11

Salem Road and Driveway Company
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

The State Highway Commission at its meeting on October 31 considered your request for an extension of time on Contract No. 7008 on the Fargo Road Interchange Section of the Pacific Highway in Marion County.

After considering the recommendation of the Engineer and other available information, the Commission increased the number of calendar days by 31.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc R. D. Asburry
Arthur Duffy
L. H. Young
F. D. Morgan
C. H. Maison

RECEIVED
NOV 2 - 1967
FOR FILING
24-1122
7008

November 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 2, 1967 on Contract No. 7008. The contract was with Salem Road and Driveway Company and was for grading, paving and signing on the Fargo Road Interchange Section of the Pacific Highway (I-5) in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 1, 1967 and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

RECEIVED
OCT 26 1967
HIGHWAY ENGINEER
24-1162
7008

October 24, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 11
October 31, 1967 meeting

Gentlemen:

Salem Road and Driveway Company, contractor on the Fargo Road Interchange Section of the Pacific Highway in Marion County, Contract No. 7008, has requested an increase in the number of calendar days from 80 to 110. The contractor's request is based primarily on a delay in receiving steel sign supports from the fabricator. Due to the present shortage of some steel shapes, the sign fabricator ordered all of the steel for the signing at a very early date.

All of the contract work, except signing, was completed within the limiting number of calendar days and the project was opened to traffic on August 23, 1967. The sign supports were not received on the project until September 21, and the contractor immediately began the sign installation work. The contract was completed in its entirety on October 2, 1967, at which time the contractor had been charged 31 days in excess of those allowed.

This unavoidable delay in receiving steel sign supports justifies a time extension under the contract General Special Provisions. I recommend that the limiting number of calendar days be increased by 31. This will eliminate all liquidated damages. This is a State project.

This matter will be on the agenda for your consideration at the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

FORM E-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Extension of Time
Fargo Road Interchange
Pacific Highway
Contract 7008

We have received from Salem Road and Driveway Company, contractor on the subject contract, the attached request for an increase in the number of calendar days from 80 to 110. The contractor's request is based on a delay in receiving approval of shop drawings from the Highway Department and delays in steel shipments and inability of the steel supplier to obtain sufficient quantities of acceptable high strength steel for signing work.

Bids for this contract were received May 11, and the contract was awarded June 1, 1967. The contractor started work May 31, 1967, and the beginning date of calendar day count was June 14. Due to the present shortage of steel the material supplier ordered high strength steel for the sign work on May 6, 5 days before bids were received. The final shipment of the sign supports was not received on the project until September 21. These steel sign posts and supports had to be received before the sign material could be installed. The contractor required 11 calendar days after receiving the supports to complete the sign installations and the project. If the steel supports had been delivered within a reasonable time following the supplier's order date, we believe the contractor would have completed the project within the limiting number of calendar days. All of the contract work, except the sign installation work, was completed September 1, 1967, when the limiting number of calendar days expired. We believe this situation qualifies for a time extension under the General Special Provisions (Sec. 8-8) as being beyond the control of the contractor.

The contract was completed October 2, 1967, at which time 111 calendar days had accrued. This is 31 days in excess of those allowed and amounts to $3,100 in liquidated damages based on $100 per day. We recommend that the calendar days be increased by 31. This will eliminate all liquidated damages.

This is a State project. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
OCT 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for CALENDAR DAYS

Increase in Number of ~~Workdays~~

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of ~~workdays~~ within which to complete, without assessment of liquidated damages, the following project: calendar days

Contract No. 7008 Contractor Salem Road & Driveway Co.

Highway Pacific

Section Fargo Road Interchange

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of calendar days ~~workdays~~ within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Thirty-one calendar day overrun due to inability of contractor to get critical items for material to complete project. Recommend 31 calendar day extension be granted. Facility was made available to traffic and traffic was using it during the entire period of overrun.

Recommended for Approval:

R. D. Acheson
Division Engineer

Chas. H. Bond
for Construction Engineer or Bridge Engineer

B. Kaloupek
Assistant State Highway Engineer

Contract No.	7008
Project designation	State (State-Federal)
Date awarded	June 1, 1967
Work started	May 31, 1967
Per cent completed	October 2, 1967 (Date)
No. of ~~Workdays~~ Calendar Days Allowed	80
No. of ~~Workdays~~ Calendar Days Used	111
No. of Added ~~Workdays~~ Calendar Days Requested	31

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 5, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 80 days to 116 days, within which to complete our Contract No. 7003, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: July 19, 1967 to August 1, 1967.
Time required to receive delivery and approval of shop drawings for steel fabrication of sign construction from highway department.
Delays in steel shipments and inability of steel supplier to obtain acceptable high-strength steel in sufficient quantities to set up an orderly and efficient work schedule for continuous fabrication.

Respectfully submitted,

SALEM ROAD & DRIVEWAY CO.
Contractor

By Fred C. Wright President

CONSENT OF SURETY

Date September 8, 1967

We, FEDERAL INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

FEDERAL INSURANCE COMPANY
BY: Victor S. Risley
Victor S. Risley, Attorney-in-fact

VICTOR S. RISLEY JR.
BY: Victor S. Risley
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of ~~Workdays~~ CALENDAR DAYS

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of ~~workdays~~ within which to complete, without assessment of liquidated damages, the following project: /calendar days

Contract No. 7008 Contractor Salem Road & Driveway Co.

Highway Pacific

Section Fargo Road Interchange

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Thirty-one calendar day overrun due to inability of contractor to get critical items for material to complete project. Recommend 31 calendar day extension be granted. Facility was made available to traffic and traffic was using it during the entire period of overrun.

Recommended for Approval:

R. D. Clarey
Division Engineer

John L. P. Byrd
Construction Engineer or Bridge Engineer
for

J. B. Klaboe
~~Assistant~~ State Highway Engineer

Contract No. 7008

Project designation State (State-Federal)

Date awarded June 1, 1967

Work started May 31, 1967

Per cent completed 100 October 2, 1967 (Date)

No. of ~~Workdays~~ Calendar Days Allowed 80

No. of ~~Workdays~~ Calendar Days Used 111

No. of Added ~~Workdays~~ Calendar Days Requested 31

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 5, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 80 days to 110 days, within which to complete our Contract No. 7008, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: July 19, 1967 to August 1, 1967.
Time required to receive delivery and approval of shop drawings for steel fabrication of sign construction from highway department.
Delays in steel shipments and inability of steel supplier to obtain acceptable high-strength steel in sufficient quantities to set up an orderly and efficient work schedule for continuous fabrication.

Respectfully submitted,

SALEM ROAD & DRIVEWAY CO.
Contractor

By Fred C. Voigt
President

CONSENT OF SURETY

Date September 8, 1967

We, FEDERAL INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

FEDERAL INSURANCE COMPANY
BY: Victor S. Risley
Attorney-in-fact
Victor S. Risley
VICTOR S. RISLEY CO.
BY: Victor S. Risley
Resident Agent

(SEAL)

-1-1122

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Fargo Road Interchange		WEEK ENDING: October 14, 1967
		SECTION PREFIX: 24 - 1122
HIGHWAY: Pacific		COUNTY: Marion
NAME OF JOB: Fargo Road Interchange	KIND OF WORK: Grading, Paving and Signing	
CONTRACTOR: Salem Road & Driveway Co.	CONTRACT NUMBER: 7008	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 1, 1967	DATE WORK STARTED: May 31, 1967	ESTIMATED COMPLETION DATE: October 2, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: None SUPERVISION: None	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 80	CALENDAR DAYS USED: 111
PROJECT AUTHORIZATION: $243,602.43	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 138
EXCLUSIVE OF ENGINEERING: $226,279.59	ENGINEERING AUTHORIZATION: $17,322.84	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $205,000.00	ENGINEERING COST TO DATE: $22,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 8.6 %	PERCENT OF AUTHORIZATION: 130 %	DATE PROJECT WAS COMPLETED: October 2, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Fencing	Signing
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.83	0.83			0.83
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.83	0.83			0.83
TOTAL ESTIMATED QUANTITIES (CONTRACT)	84,200 CY	34,980 Tons			3,290 Tons
TOTAL QUANTITIES CORRECTED TO DATE	76,475 CY	29,797 Tons			3,318 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	76,475 CY	29,797 Tons			3,318 Tons
AVERAGE DAILY QUANTITIES	1,910 CY	1,490 Tons			664 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy - Showers			
THURSDAY	Cloudy			
FRIDAY	Rain			
SATURDAY	Showers			

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Price
Merelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 1 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal submitted Friday, October 13, 1967.

FINAL REPORT

SIGNED Arthur Duffy LOCATION Salem, Oregon

Arthur Duffy, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 14 1967
FORM E-1203X SGH 5-65

FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
1008

21-11-

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 12, 1967

Mr. Donald L. Ginsberg
Washington Pipe and Steel Co.
P. O. Box 3645
Seattle, Washington 98124

Dear Mr. Ginsberg:

Thank you for your letter of September 8, 1967. We assumed that your company would not intentionally misrepresent material, but we found it difficult to understand how so many errors could occur on one document.

We appreciate your efforts in correcting the discrepancies noted and your plans for better control in the future.

Very truly yours,

O. A. WHITE
Engineer of Materials & Research
by

JOHN C. JENKINS
Ass't. Engineer of Materials
and Research

JCJ:sf

cc: L. Shaw
I. Merchant
E. Rief

RECEIVED
SEP 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

WASHINGTON
PIPE & STEEL CO.

P.O. BOX 3645 • 2921 UTAH AVENUE SOUTH • SEATTLE, WASHINGTON 98124
• MU 2-3166

September 8, 1967

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. John C. Jenkins
Ass't. Engineer of Materials & Research

Gentlemen:

We thank you for your letter of September 1, 1967 and as you may be well assured, we are very concerned with not only the problems perse, but even more so with your inaccurate conclusions.

At the present time it is impossible to reconstruct this transaction in its entirety due to the fact that Mr. Stomberg is no longer with the firm. However, we have been studying this problem since it was brought to light and after reviewing our purchase order to U. S. Steel Supply, we have garnered the following conclusions:

(1) This material was purchased to ASTM A441 or equal.

(2) Original test reports were not forwarded at the time of shipment and the test report information was transmitted verbally.

(3) Written test reports were not received until after your discovery of various discrepancies at which time all of these errors were brought to light and subsequently rectified by replacement, in some areas, and re-coordination of heat numbers in others.

Steel for Strength . . . Economy . . . Versatility

WASHINGTON
PIPE & STEEL CO.

P.O. BOX 3645 • 2921 UTAH AVENUE SOUTH • SEATTLE, WASHINGTON 98124
MU 2-3166

State of Oregon Highway Dept.
Mr. John C. Jenkins

Sept 8, 1967

Normally we purchase and maintain adequate stocks of high strength, low alloy materials and quality control is interjected before shipment with proper heat numbers being transposed at that time.

There was definitely no intent to misrepresent any materials supplied on this, or any other, project. Hence we can only surmise that your noted discrepancies were created by the human element of error when recording this information via the telephone.

Additional quality control through a color coding system has now been installed and we feel this will provide all Washington Pipe and Steel Company customers with a closer surveillance of specifications.

Thank you for your cooperation in this matter.

Very truly yours,

WASHINGTON PIPE AND STEEL COMPANY

Donald L. Ginsberg

Donald L. Ginsberg
Sales Manager

DLG/ca

Seems like a rather flimsy excuse for furnishing copper and vanadium analyses, required in A941, when none were run on the ExTen steel furnished.

Steel for Strength . . . Economy . . . Versatility

RECEIVED
SEP 11 1967
ENGINEERING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

24-1-2

7008

~ L. Shaw

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 1, 1967

Mr. Harry Schwartz
Washington Pipe and Steel Co.
P. O. Box 3645
Seattle, Washington 98134

Dear Mr. Schwartz:

Your company recently furnished steel plate to Fentron Highway Products for use on Oregon State Highway project "Fargo Road Interchange", Contract 7008. This steel was covered by your "Certificate of Analysis and Tests" dated June 15, 1967, your P.O. WP 15939-40-41-42, Fentron P.O. 967.

At the bottom of the above mentioned document is the statement, "We hereby certify that the foregoing data is a true copy of the data furnished us by the producing mill or supplier." The document was signed by R.S. Stomliers. However, comparing your certificate against several test reports issued by United States Steel Supply Division of United States Steel Corporation reveals many apparent discrepancies. For the material used on the Oregon project the following differences were noted:

	Washington Pipe and Steel Co.	United States Steel Supply
1.	Material listed as ASTM A441	Material listed mainly as EXTEN with one heat CORTEN
2.	3/4 x 5½ x 12 ht. 94B400 (a CORTEN)	3/4 x 5½ x 12 ht. 91A266 (an EXTEN)
3.	½ x 8 x 36 ht. 95B377 lists Cu @ .31, V @ .04	½ x 8 x 36 ht. 95B377 lists no Cu or V (or Cb)
4.	3/8 x 8 x 72 ht. 91B365 lists Cu @ .25, V @ .04	3/8 x 8 x 72 ht. 91B365 lists no Cu or V, Cb @ .015
5.	3/8 x 8 x 60 ht. 91B365 lists Cu @ .25, V @ .04	3/8 x 8 x 60 ht. 91B365 lists no Cu or V, Cb @ .015

6.	5/16 x 8 x 96 ht. 94B580 heat no. & chemistry are for 3/16 x 8 x 96; physicals correspond with neither heat no. Cu listed @ .24, V listed at .05	5/16 x 8 x 96 ht. 93B393 neither the above heat no. or 94B580 lists any Cu or V, but Cb listed @ .030 for 93B393, Cb listed @ .017 for 94B580.
7.	5/16 x 8 x 120 94B580 comments same as item 6	5/16 x 8 x 120 94B393 comments same as item 6
8.	¼ x 8 x 60 92B091 Cu listed .19, Mn listed 1.12 P,S & Si agree with USS Cu listed .26, V listed .06. Physicals are different than those listed by USS	¼ x 8 x 60 92B091 Cu listed .14, Mn listed .70. No Cu or V listed, Cb listed .015.
9.	¼ x 8 x 72 92B091 comments same as item 8	¼ x 8 x 72 92B091 comments same as item 8
10.	¼ x 8 x 120 92B091 comments same as item 8	¼ x 8 x 120 92B091 comments same as item 8
11.	3/16 x 8 x 96 94B580 Cu listed .24, V listed .05 Physicals do not agree with USS.	3/16 x 8 x 96 94B580 No Cu or V listed; Cb listed .017
12.	3/16 x 8 x 72 94B580 comments same as item 11	3/16 x 8 x 72 94B580 comments same as item 11
13.	¼ x 12 x 14 92B091 comments same as item 8	¼ x 12 x 14 92B091 comments same as item 8

On the surface the above discrepancies appear to be a flagrant case of misrepresentation. We would like an explanation and an assurance that nothing like this will reoccur.

Very truly yours,

O. A. WHITE
Engineer of Materials & Research
by

JOHN C. JENKINS
Ass't. Engineer of Materials
and Research

JCJ:sf

cc: L. Shaw
I. Merchant
E. Rief
Pentron Highway Products

RECEIVED
SEP 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-158
JUN 22 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH H. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 19, 1967

Salem Road & Driveway Co.
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7008 for grading, paving, and signing on the Fargo Road Interchange Section of the Pacific Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlq
Encl.

cc Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Victor S. Risley Company
Board of Trade Building
Portland 4, Oregon

RECEIVED
JUL 27 1967
FOR FILING

24-1122
7008

June 1, 1967

Salem Road & Driveway Co.
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on May 17, 1967, accepted your proposal for grading, paving, and signing on the Fargo Road Interchange Section of the Pacific Highway in Marion County for the sum of $214,535.50 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right of way is acquired.

Clearance was received and the State Highway Engineer on June 1, 1967, awarded you the project, which has been assigned Contract No. 7008. Enclosed are three copies of this contra t. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 14, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures
bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
R. D. Asburry
Arthur Duffy
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
JUN 2 1967

FOR FILING

14-1122

7008

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1967

SUBJECT:
Contract No. 7008

To:
Mr. Floyd Query
Secretary

Building

The necessary right of way has been acquired for the Fargo Road Interchange Section. Contract No. 7008 is clear and ready for award today.

L. H. Young
Office Engineer

CRN:ia

cc: Vince Gallagher

NOTED
FLOYD QUERY

RECEIVED
MAY 29 1967

E, L & H INVESTMENT CO.
920 Leslie Street, S. E.
Salem, Oregon 97301

May 24, 1967

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

Registered Mail

Mr. Virgil Wilson
Right-of-Way Department
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

On Tuesday, the 23rd of May, we agreed by telephone to sign a right of entry agreement on the Fargo Road Interchange. We agreed to do this in order that the Contractor would not be held up in starting the job.

At 11:15 I received a call from Mr. Ray Wilson. I was not in, so he left a message saying that he would call Wednesday, the 24th, in the morning. I have received no call. In addition, I attempted to call him and was advised that he was in Astoria with no way to contact him.

In view of the necessity of expediting this matter, I would like to go on record that we are not holding up the starting date of this contract.

Yours very truly,

E, L & H INVESTMENT CO.

By: Thomas B. Hill, Jr., Partner

rh
cc: Forrest Cooper
State Highway Engineer

Registered

5-26-67

REFERRED TO
BY ASST. STATE HWY. ENGR.

RECEIVED
MAY 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-66

RECEIVED
MAY 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 24, 1967

Portland General Electric Company
621 SW Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C.E. Robertson

Re: Power Line Adjustment
Fargo Road Interchange
Pacific Highway
Marion County
Contract No. 7008

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letters of May 8 and 22, 1967, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of May 24, 1967.

Prior to beginning work, contact Mr. Arthur Duffy, Resident Engineer, P.O. Box 30, Salem 97310, Phone 364-2171, Ext. 1388, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to May 24, 1967, in the amount of $991.72, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

JMC:sg

cc: C.J. Irelan - PGE
F.B. Klaboe
L.H. Young (2)
C.H. Maison
R.D. Asburry
Art Duffy
F.T. Lacey
F.W. Sugnet

RECEIVED
MAY 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form GS-121
(12-63)
(Pres. by
A.G. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted]
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 2, 1967

In reply refer to: 08-35-DA

FROM: A. W. Parsons
A. W. Parsons, Division Engineer
Salem, Oregon

5585

SUBJECT: Oregon Project I-5-5(--)250
Fargo Road Interchange Signing

Mr. Edwards' letter dated April 27 requested that this office withdraw our objections to the proposed signing pattern for Fargo Road Interchange.

Our basic complaint was based on two features of the proposed signing.

1. The use of the overhead cantilever sign support for the exit direction sign.

2. The elimination of the "Exit" sign from the gore area.

This office would have no objection to the use of the overhead sign support you propose if you feel that such an installation is warranted. We do feel however that this sign support should be shifted farther from the gore area in order that the motorist has as much advance indication of the off-ramp as possible. We would suggest that this sign be located at a point where the deceleration taper has developed 12-14 feet of width, exclusive of the shoulders, so the sign may be placed over the deceleration lane and not encroach on the through traffic lanes.

Approved

The "Exit" sign should be installed in the gore area to indicate the limits of turning area. If this sign is installed on break-away supports, little hazard to the motorist should exist.

The above items were discussed by Mr. Edwards, and Mr. Brooks of this office, at a meeting in Mr. Edwards' office on May 1.

Copy - Flaherty
Bud George
Young
5-4-67

NOTED
TOM EDWARDS

RECEIVED
MAY 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 28 1967
FOR FILING

April 27, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon

Re: Proposed Signing
Fargo Road Interchange
Oregon Project I-5-5(--)250

Your File 08-35-DA

5585

Dear Sir:

Reply is made to your letter of April 19 concerning the signs at the Fargo Road Interchange. You list three specific complaints or points of disagreement.

The first of these concerns warrants. Since the sign manual was published in 1961 there have been many reasons for changes, many of them radical in design concept, but all directed towards safer use of Interstate facilities by motorists. The manual states on page 7:

"...The design for signs of the Interstate System must be approached on the premise that the signing is primarily for the benefit and direction of drivers who are not familiar with the route or the area. Signs must contain messages appropriate to the needs of these drivers. The sign legend must be carefully selected and designed for easy reading and the signs themselves must be prominently and effectively displayed at the proper locations so that drivers will tend to react promptly, naturally and safely to the traffic and design conditions encountered..."

On page 11 we find the following:

"...The factors justifying the erection of overhead sign displays are not definable in specific numerical terms,

but the following conditions, ranked in the order of their importance, deserve consideration:

1. Traffic volume at or near capacity
2. Complex interchange design
3. Four lanes in each direction
4. Restricted sight distance
5. Closely spaced interchanges
6. Three lanes in each direction
7. Large percentage of trucks
8. Background of street lighting and advertising signs
9. High speed of traffic..."

While it is true that all nine of the conditions are not met at this point, we think Items 1, 7 and 9 are extremely pertinent.

Your second objection involved the concept of safety. This is a matter of judgment, on which we do not agree. At this particular point I do recall, however, that your people requested we remove the gore sign from the Baldock Rest Area. It is our belief that the installation that we have proposed here is safe.

The third point which you list is economics. I remind you, first, that this is a project in which the Federal government is not participating. However, even more important, it is felt that if there is a sincere desire to promote safety, there should be some latitude in the economics.

Aside from the points listed above, this office is exposed to an experience concerning signs that the Federal Highway Administration does not get. This is the "voice of the people". Quite obviously, we investigate the complaints and suggestions made by everyone who writes us concerning signs. Many times we find their suggestions helpful and many of the complaints legitimate.

It is our best judgment that our exit signing is not satisfying the traveling public in many instances, most particularly when the ramp is not totally in view of the motorist on the main line. We do not have complaints from motorists concerning ramps carrying overhead signs. We are attempting, by this installation, to determine if the matter can be resolved by the type of installation.

In view of our earnest desire to upgrade the safety of the traveling motorist which, by the way, involves the furnishing of clear, concise directions as well as installations which are not dangerous, it would appear that this is justified. Without a long research in statistics, I would offer my judgment that more accidents have been caused by people confused by signs than are caused by people running into signs.

On the basis of the above explanations and particularly inasmuch as there is no Federal participation involved, it appears appropriate to request that you withdraw your objections to this installation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

TE:ja

Form GD-121
(12-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted]
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 19, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(--)250, Fargo Road Interchange
Proposed Signing

Mr. Edward's letter dated March 21 requested our concurrence in the proposed signing plan for the subject interchange.

Our letter dated March 14 raised objections to some features of the proposed signing. It now appears that the only remaining point of difference in our thinking is the use of the cantilever sign structure located approximately 200 feet ahead of the gore point. Our objections to the use of this type of signing are threefold.

1. Warrants for overhead sign supports as set forth in the Interstate Sign Manual are not supported at this location.

2. Safety - The large cantilever sign support protected by a minimum of 100 feet of guardrail would present a greater hazard to the errant motorist than both an exit sign in the gore and a ground-mounted exit direction sign using breakaway posts.

3. Economic - The installation of a cantilever sign support would be much more expensive than the conventionally mounted signs with the aforementioned safety features.

Based on these reasons, we still do not concur in the use of a cantilever sign support for the exit direction sign and the omission of the "Exit" sign in the gore area.

Copy - Your file
4-21-67

Copy Bud Edwards

RECEIVED
APR
TRAFFIC ENGINEERING

RECEIVED
APR 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 21 1967
FOR FILING
24-1122
3122

March 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

9163

Your File: 08-35-DA

Dear Sir:

With your letter of March 14, you returned to the Highway Department unapproved the Sign Study Plans for the Fargo Road Interchange.

All of the proposed revisions shown on this set of plans were evolved on the basis of providing the safest possible operation through the interchange area for the driver. The location of the advance exit signs were chosen on the basis of an available location behind existing guardrail. This resulted in a slightly greater than normal placement in advance of the interchange.

The overhead illuminated signs shown on a cantilever type support were designed to completely remove any fixed object in the gore area which might produce an accident hazard. It was also designed to provide directional information at a greater distance and in a more logical place such that last minute decisions at the off-ramp would not be necessary.

We agree that the use of the newly recommended "Wrong Way" signs at the exit ramp terminal is a good safety feature, and we will incorporate these in the final contract plans at this location.

On the basis of the above facts, all of which are predicated on legitimate safety reasons, we wish to request that you reconsider your decision and approve the set of plans as originally designed, with the addition of the "Wrong Way" signs.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

LEG:mk ja

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Form CD-421
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 14, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

RECEIVED
MAR 16 1967
TRAFFIC ENGINEERING

SUBJECT: Oregon Project I-5-5(--)250
Fargo Road Interchange
Proposed Signing

Mr. Edwards' letter dated March 8 submitted for our approval a proposed signing plan for the subject interchange.

Our review notes several major deviations from the 1961 Interstate Sign Manual. We are in complete sympathy with the objectives that brought about these changes; however, this office believes that signing consistent with that required by the sign manual will still provide safe operations at lesser costs.

We offer the following for your consideration:

1. The northbound and southbound exit direction signs should be located at the breakpoint of the off ramp approximately 500 feet in advance of the gore point. (See page 22 of sign manual.) These ground-mounted signs could be set away from the edge of shoulder and illuminated if power is available.

2. A regular exit direction sign mounted in the gore area on a wood post would provide the breakaway feature desired with a minimum of hazard to the motorist.

3. The advance exit direction sign for northbound traffic should be located approximately one mile in advance of the interchange; however, if the particular location proposed is utilized in order to place the signs behind existing guardrail installations this would be acceptable.

4. We strongly urge that provision be made for the use of "Wrong Way" signs on the exit ramps as recommended in IM 21-6-67 dated February 9, 1967.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

This office would be very reluctant to participate with FAI funds at other similar locations in the installation of the cantilever sign supports for exit direction signs as shown on the proposed signing plan unless some particular local condition required their use for the proper operation of the interchange.

We are returning to your Traffic Department the unapproved standard sheet.

Hwy #1 Marion Co
10-4-66 agree
Fargo Rd Interchange

FORM E-123X .65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
RICHARD UNREIN

February 8, 1967

Mr. John A. Anderson
Director of Public Works
Courthouse
Salem, Oregon

SUBJECT: Fargo Road Interchange
Pacific Highway

Dear Mr. Anderson:

You recently inquired of this office if the frontage roads for the subject section could be constructed relatively parallel to the main highway about a block away from the main highway instead of immediately adjacent and within the proposed new right of way.

The question has been reviewed. It has been determined that only one frontage road as such is proposed for this interchange. It would be in the northeast quadrant. Construction cost appears to be about equal for this particular frontage road whether based upon our plan or yours. We would be glad to make the revision if the county would acquire the necessary right of way for the revision in time to include it in the construction plans.

Unless we hear otherwise from you in the near future, we will proceed with our plans for which we will be acquiring the necessary right of way in the not too distant future.

R. D. [illegible],
Division Engineer

By [illegible]
GERALD WINER,
Assistant Division Engineer

G.W:nn
cc: [illegible] D. Gregson
[illegible] L. Loehring
[illegible] L. Cox
Arthur Duffy

NOTED
MAINOR C. HOLMES

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

7008 24-1-22

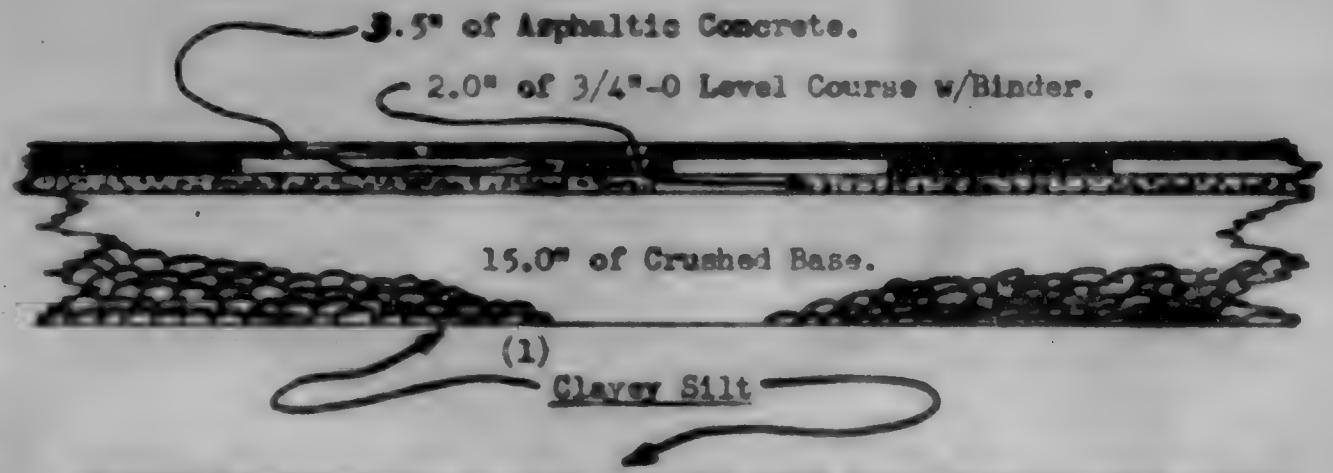
Section FARGO ROAD INTERCHANGE Highway PACIFIC (FAR 46) County Marion Prefix 624-1420

Res. Engr. A. Duffy Approx. Length 0.84 Miles. Sta. _____ to Sta. _____ Date 12-12-66

Truck A.D.T. 42 Traffic Coefficient 7.2 18 kip s.a. per day 30.0

Annual Precipitation 37"± (Aurora) Frost Penetration - - - - - - -

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Exp)



AASHO CLASSIFICATION:
(8)

MATERIAL SOURCES:
To be determined by the Engineer.

	CBE Total Req.	Credit	Actual Thick.
		7.0	3.5
		2.0	2.0
		15.0	15.0 Cr. Base
	24.0	(...)	20.5

RECEIVED DEC 22 1966 A.E.

Should substitutions be made use the "CBE Total Requirement" column to obtain required total thickness and the table below for values.

1.0" of Asphaltic Concrete	=	2.0"	Crushed Base
1.0" of Plant Mix Bituminous Base	=	1.83"	Crushed Base
1.0" of Oil Mat	=	1.1"	Crushed Base
1.0" of Stone Subbase	=	0.8"	Crushed Base

(Per Standards Specifications)
(and Supplementals.)

NOTED K. L. KAMOF

12/12/66

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. J. Long for Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Asst. Construction Engineer

Approved by [signature] Asst. State Highway Engineer

SECTION: FARGO ROAD INTERCHANGE

HIGHWAY: PACIFIC (FAR 46)

COUNTY: MARION

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 200 (Total)

B. Future ADT 500 (Total)

C. Mean ADT 350 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 1 Way Ramps

F. Percent Trucks 12 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ 12% x (C) 350 = 42

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 42 x (H) 100 % = 42

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 7.2

SECTION: Santa Rosa Interchange

HIGHWAY: Pacific (FAP 4)

COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification: See attached sheet**
2. **Soils Characteristics:** See design chart attached
3. **Weather:** See design chart attached
4. **Performance of Similar Pavements in Area:** Good _____ Fair X Poor _____
   Remarks: _____
5. **Cost Comparisons:** None made - See remarks

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** A.C. or Oil
7. **Stage Construction:** Not applicable
8. **Depressed, Surface, or Elevated Design:** Surface
9. **Conservation of Aggregates:** Not applicable
10. **Stimulation of Competition:** See remarks
11. **Construction Consideration:** Not applicable
12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** Not applicable
13. **Traffic Safety:** Not applicable
14. **Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes:** Local materials are acceptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a proposed "State Construction" project.

RECEIVED
OCT 18 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 14, 1966

NOTED
R. L PORTER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

On September 6, 1966, the Marion County Board of Commissioners was notified by letter of the Highway Commission's plans to locate and construct the Fargo Road Interchange on the Pacific Highway No. 1 (I-5) in northwestern Marion County. Public notices were published in the appropriate newspapers in the vicinity concerning the proposed project. Under date of September 27, 1966, a letter was received from Mr. Rex Hartley, Board Chairman, stating that no requests had been received for a public hearing so no hearing was held. Copies of all correspondence are attached.

This certifies that the people in Marion County were notified of the proposed project and that no person has requested a hearing, and that the State Highway Department is considering the economic effects in adopting this location.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox by D. V. Kendall
H. S. Cox
County and City Engineer

DWH:mm
Att.
cc: R. L. Porter
F. B. Klaboe
Victor Wolfe
F. D. Morgan
J. E. Morelock
L. H. Young
R. N. Chase
G. E. Rohde

RECEIVED
OCT 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 17 1966

74 1122
7008

October 14, 1966

Agenda 11

Board of County Commissioners
Marion County Courthouse
Salem, Oregon

Gentlemen:

We are enclosing a fully executed copy of a supplemental throughway abandonment agreement covering the construction of the Fargo Road Interchange on the Willamette River-Hayesville Section of the Pacific Highway in Marion County.

A fully executed copy of this agreement has been retained for the Commission's files.

Conformed copies of this agreement have been sent to the Cities of Aumsville, Stayton, and Sublimity.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmb
Enclosure

cc: Mr. H. S. Cox
Attn: Mr. Don Harwell (Conformed Copy)
City of Aumsville
City of Stayton
City of Sublimity

A. & R. #458

RECEIVED
OCT 4 - 1966
FOR FILING

31 1122
7008

Commissioners
J. Burr Mathes, Bend
[illegible], Salmon
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
[illegible], Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

September 30, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of September 19, 1966, enclosing a prospectus for:

Fargo Road Interchange Section, Pacific Highway, Marion County.

There will be no conflict with wildlife resources on this project so it is approved. We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

10-3-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
fp

NOTED
F. B. KLABOE

RECEIVED
OCT 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 3 - 1966
FOR FILING

24-1122
1018

September 30, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the October 6 meeting will be a supplemental throughway-abandonment agreement with Marion County pertaining to construction of the Fargo Road Interchange on the Willamette River-Hayesville Section of Pacific Highway (I-5) in northern Marion County. A prior agreement on this section was approved by you on October 12, 1953.

The State will construct the interchange and reconstruct the county roads and frontage roads in the immediate vicinity. Upon completion of the proposed construction, the County will assume all the State's right, title, interest, jurisdiction, control, and maintenance of those portions of roads outside the access control limits of the throughway; however, that portion within the access control area shall revert to the County for maintenance purposes only.

The agreement also covers the proposed abandonment and transfer to the County of a portion of the Silver Creek Falls Highway, said portion lying between Lancaster Drive Interchange and Silver Falls Interchange. Also included in this transfer will be the Aumsville-Mehama Highway in its entirety, said route lying between the Silver Falls Interchange vicinity and the connection to the North Santiam Highway near Stout Creek.

The project has not been advertised for bid letting; however, a hearing was offered and no requests received. Therefore, pending no other complications, the project would be available for construction upon your approval and acquisition of necessary rights-of-way. The estimated cost of the project is $255,000.

We recommend your approval and request authority to buy the right-of-way and for the Secretary to sign the agreement for and on your behalf. Approval of construction is also requested when funds are available.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
L. H. Young
D. H. Moehring
E. S. Hunter
C. M. Maison
R. D. Asburry

DNH:mm bg

RECEIVED
SEP 27 1966

9.19.66

Prefix No. 624-1420

LOCATION PROSPECTUS
FARGO ROAD INTERCHANGE SECTION
PACIFIC HIGHWAY
MARION COUNTY

HIGHWAY: Pacific Highway. State Primary No. 1, Federal-Aid Interstate No. 5.

TERMINI: The northerly end is at M.P. 22.30 which is 0.44 mile northerly of the overcrossing of Fargo Road, which overcrossing is 4.43 miles southerly of the Willamette River. The southerly end is at M.P. 23.14 which is 0.4 mile southerly of Fargo Road overcrossing.

LENGTH: 0.84 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving entrance and exit ramps and a frontage road, creating a full diamond interchange. Reconnaissance is not necessary. Routine soils analysis will be conducted. No special drainage problems are anticipated. An economic analysis is not needed. No part of the project lies within any city limits.

CHARACTERISTICS: Existing ADT is 14,600. Projected 1984 ADT is 42,800 with 1,200 vehicles using the proposed interchange ramps.

STANDARDS: Interstate standards for interchange ramps and speed change lanes. No deviations from State and AASHO standards are anticipated.

TYPICAL SECTION: Standard 16-foot pavement on ramps, with 4-foot interior and 6-foot exterior shoulders; 12-foot speed change lanes, with 6-foot shoulders.

BRIDGE: No new structures.

NOTED
TOM EDWARDS

ACCESS: This will be a restricted access facility.

BASE: The tentative design for construction is:

Paving	3-1/2" A.C.
Top Course Base	2 " Leveling
Bottom Course Base	15 " Crushed Base
Total Depth	20-1/2"

MATERIAL: Commercial sources.

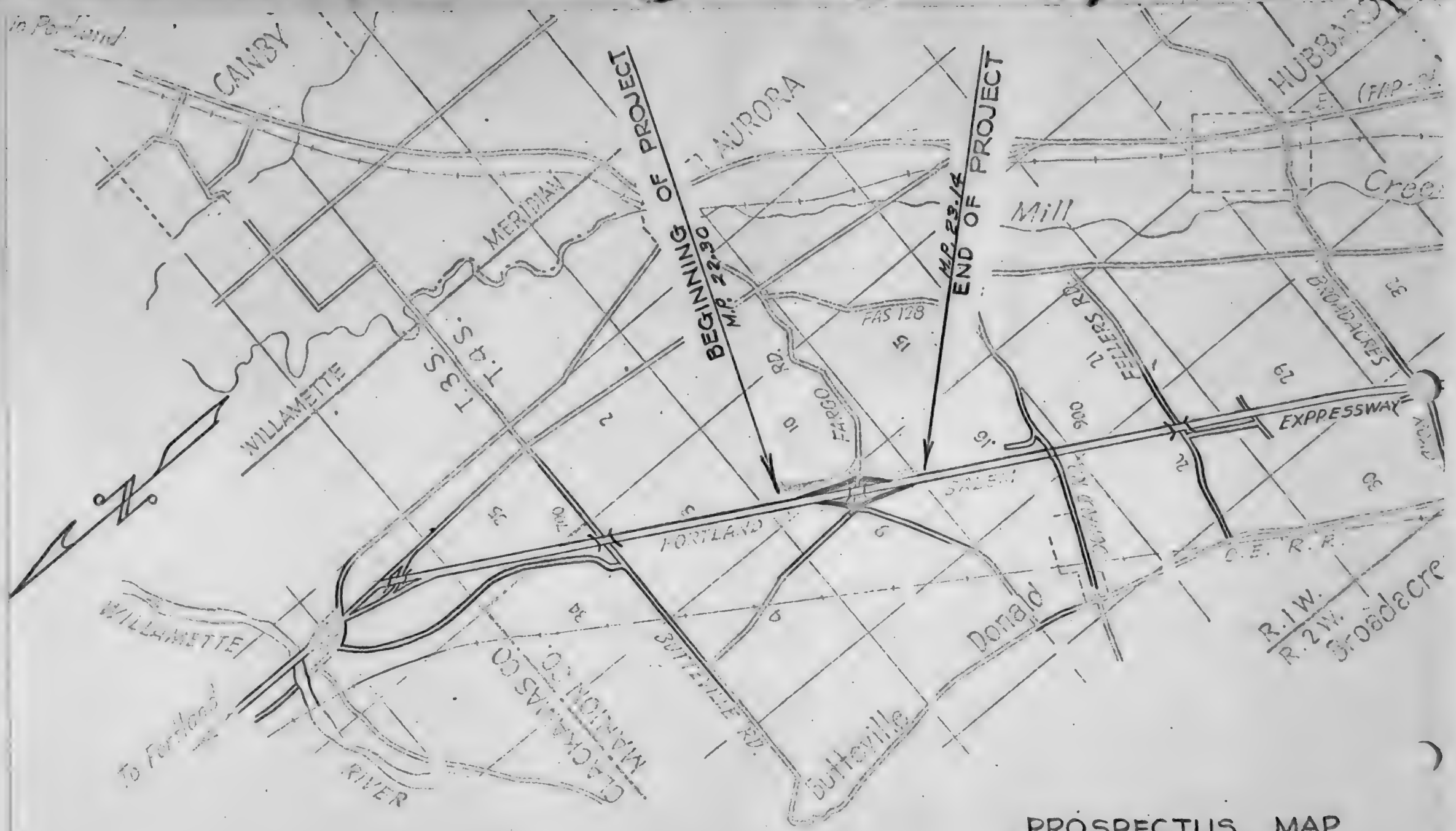
ADDITIONAL FACILITIES: No railroads. The affected utilities are: Aurora Mutual Telephone Company, Portland General Electric Company, Bonneville Power Administration.

AGREEMENTS: Routine negotiations with County for revision of county road.

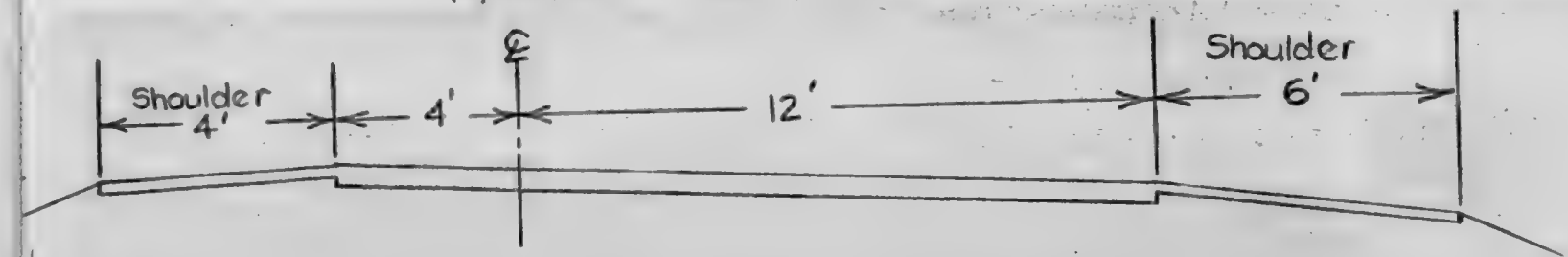
PARKS: No parks or rest areas are affected.

September 19, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
F. W. Yarbrough (2)
L H. Young

RECEIVED
SEP 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION



PROSPECTUS MAP

FARGO ROAD INTERCHANGE
SECTION

Pacific Highway
Marion County
Sept. 1966

RECEIVED
AUG 31 1966
FOR FILING

FORM E-30X—30M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1966

To: Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. D. J. Barbee

SUBJECT: Fargo Road Interchange
Mile Point 22.74
Pacific Highway
Marion County

In accordance with your instructions, Thursday, August 25, I personally contacted all the property owners, at least the contract owners, in the immediate vicinity of the proposed interchange at Fargo Road on the Pacific Highway. The people who were contacted are as follows:

1. Arthur J. Canby, who stated he presently owns the property shown on our Right of Way Map No. 7B-20-12 as being owned by C. A. Spreuer. He is the owner of the new house in the northwest quadrant of the intersection of Aurora-Donald County Road and Aurora-Fargo County Road.

2. W. H. Arntill, who stated he was the contract purchaser, having one payment yet to be made to complete his payments, of the property shown on our Right of Way Map No. 7B-20-13 as being owned by L. B. Yergen.

2. J. R. Kraus, who stated he owns the property shown on our Right of Way Map No. 7B-20-12 as being owned by Orletta Kraus.

Our proposed plan was explained and discussed with these various people, all of whom stated they had heard that an interchange was going to be constructed at this location; in fact, some of them stated that they had already been contacted by various people regarding selling some of this property for future development. They were all appreciative of the fact that a member of the Highway Department had contacted them giving them this information. Even though it was not definite as to the amount of property to be taken from them as right of way, it gave them some indication of what was going to develop in this area.

R. D. Asbury
R. D. Asbury
Division Engineer

RDA:ma
cc F. B. Klaboe

RECEIVED
AUG 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 8 - 1966
FORM E-50 SOM TO-88 SP*23401.734

FOR FILING
211-115
711.x

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1966

To: MEMO TO FILE

SUBJECT:

On this date, I held a conference with the Marion County Commissioners and the County Engineer and made a field inspection re the construction of an interchange at Fargo Road with I-5 northerly of Woodburn.

For some years, the Highway Department has attempted to get this project approved under interstate financing but we were unsuccessful. The Bureau of Public Roads has given its approval if the interchange is built with other than interstate funds.

Some thought had been given to a co-operative project with the County in order to obtain this needed facility.

A proposal was made whereby the State would acquire the right-of-way and construct the interchange and, as an offset, the County would take over as a county road the existing route of the Silver Creek Falls Secondary from the Lancaster-North Santiam Interchange through Aumsville and the Aumsville-Mehama Highway in its entirety.

This matter was discussed with Chairman Jackson on August 4 and he approved the project and transfer of jurisdiction.

Forrest Cooper
State Highway Engineer

FC:fn
cc Commissioners

R. L. Porter
K. B. Klaboe
Tom Edwards
Victor D. Wolfe

FORM E-20 50M 3-65 SP*6470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 20, 1965

SUBJECT: Fargo Road Interchange
Willamette River-Hayesville Section
Pacific Highway

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

As requested by letter of December 14, enclosed is a plan sheet on the subject interchange showing the breakdown estimates for ramps, cross road and frontage roads. The estimates are as follows:

Ramps

Grade and Pave	$118,700
Landscaping	5,000
Right of Way	1,800
Signing	22,000
Total	$147,500

Frontage Road - Northwest Quadrant

Grade and Pave	$ 8,900
Right of Way	1,100
Total	$ 10,000

Frontage Road - Northeast Quadrant

Grade and Pave	$ 15,000
Right of Way	500
Total	$ 15,500

Frontage Road - Southwest Quadrant

Grade and Pave	$ 10,100
Right of Way	400
Total	$ 10,500

Private Road - Southeast Quadrant

Grade and Pave	$ 2,000

Fargo Road

Grade and Pave	$71,000
Right of Way	25,000
Total	$96,000

These make a grand total for the interchange of $281,500, including right of way.

Fargo Rd 96,000.-
4 Frontage Rds 38,000.-
$134,000

Total Cost 281,500.-
134000.-
$147,500

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

DNS:jp
Enclosure

RECEIVED
DEC 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Salem, Oregon
December 10, 1965

MEMO TO FILES

On this date, I had a conference with the Marion County Board of Commissioners and John Andersen, County Engineer. The subject under discussion was the Fargo Road interchange on I-5 in northern Marion County.

I told the Commissioners that we had been unable to secure Bureau approval for constructing the requested interchange with Interstate funds, but that the Bureau had agreed to the construction of an interchange if other funds were used.

The Commissioners reiterated their former stand that they were anxious to proceed with this improvement but, at the moment, financial problems would probably preclude immediate action.

The Commissioners indicated that they were pleased we had at least attempted to secure approval for building the interchange but asked that no public announcement be made until means of financing could be worked out.

Mr. Kinbee will furnish us with a cost estimate covering the various elements of construction. I will then have a further meeting with the County to discuss possible means to finance the interchange.

Forrest Cooper
State Highway Engineer

FC:fm
cc M. L. Porter
F. B. Kinbee
Victor D. Wolfe
M. D. Cox
M. D. Asburry

RECEIVED
JAN 14 1966

FORM E-30 BOM 3-65 SP*6470-734

FOR FILING
24-1125
7 of 7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 29, 1965

To:

SUBJECT: History of Donald Road Interchange and Fargo Road Interchange Interstate 5

MEMO TO THE FILES

Sept. 16, 1958:	Petition handed to Secretary of Commission by W.J. Hunt, State Representative, requesting Donald Road Interchange. Letter to Mayor of Donald regarding receipt of petition.
March 12, 1959:	Letter to Mayor of Donald. Donald Road Interchange cannot be justified.
Jan. 27, 1960:	Petition for Donald Road Interchange.
Jan. 29, 1960:	Delegation met with Commission.
March 7, 1960:	Submitted to BPR for approval.
June 2, 1960:	Turn-down from BPR.
June 17, 1960:	Additional expanded turn-down from BPR.
July 6, 1960:	Letter to BPR requesting method of approach to justify addition.
July 11, 1960:	Letter from BPR explaining justification.
July 25, 1961:	Letter from President, Aurora Telephone Company, asking how we are proceeding.
Sept. 13, 1961:	Submitted to BPR with traffic analysis.
Sept. 20, 1961:	Letter from BPR that they will study new submission.
Nov. 2, 1961:	Letter from Whitton to Senator Morse turning down interchange.

Dec. 5, 1961: Turn-down by local BPR.

July 17, 1962: Marion County Court requests State to conduct benefit-user study.

Dec. 3, 1963: Letter to BPR with data.

Dec. 5, 1963: BPR turn-down.

July 28, 1964: Letter from Mid Willamette Valley Planning Council about study of Fargo Road instead of Donald.

March 3, 1965: Report from Marion County Commission with data on Fargo Road and request for submission to BPR.

June 7, 1965: Submitted data to BPR for approval.

Oct. 19, 1965: Letter from BPR approving Fargo Road with other than Interstate funds.

All correspondence listed above may be found in the General Files in two folders entitled "Donald Road Interchange".

Enclosed herewith is a copy of the letter from Mr. Porter to Mr. Cooper, December 12, which describes the history of this subject up to the Fargo Road switch.

Also enclosed is a copy of the September 1964 Circular Memorandum from the BPR regarding use of Interstate funds which is being used by them as a basis for not allowing such funds for this interchange, since it is on a section of highway accepted as Interstate standard prior to approval of Fargo Road.

F.D. Morgan
Construction Engineer

DNS:jp

NOTED
FORREST COOPER

RECEIVED
SEP 15 1964
FOR FILING
Great
Eastern

Engr. State Hwy Dept.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20235

September 1964

CIRCULAR MEMORANDUM TO: Regional Engineers 1 through 9 Inclusive

FROM: G. M. Williams, Director of Engineering and Operations GMW.
32-01 Washington, D. C.

SUBJECT: Interstate Highways - Participation Limits at Crossroads and Interchanges. Supplement to Memorandum to Regional Engineers Dated September 1962

The principles and bases for determining FAI participation limits on Interstate highway projects undertaken since passage of the Federal-aid Highway Act of 1956 as set out in the September 1962 memorandum have been helpful to retain consistency in administration of this portion of the program.

Several items of participation were given intensive review prior to issuance of the cited memorandum but were left for evaluation of the merits of proposals by the States on individual situations. Two such items were the participation with FAI funds in the costs of "Future Crossroads" (see Section A-5, sheets 4-5) and of "Future Interchanges" (see Section B-8, sheets 10-11). These two items have been reviewed again with the Federal Highway Administrator by members of his staff and determination made by him that the text of the attachment to the September 1962 memorandum be revised as defined herein, and that the revised principles be effective hereafter both for proposals now under consideration at the Washington office and for proposals submitted hereafter by a State highway department.

A. The third paragraph of "Section A-5. Future Crossroads," which is the second full paragraph on sheet 5 of the attachment to the September 1962 memorandum, is hereby revised to read as follows:

> "FAI participation in the costs of a crossroad that is constructed as a later stage of development of plans, which plans had been approved by the division engineer at the time he authorized or authorizes the State to proceed with advertisement for the initial Interstate construction project on a section of Interstate highway,

(more)

W D
T D
OFFICE
STATE

may be approved by the division engineer, provided the work is to be completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

"There will not be FAI participation in the costs of a future crossroad that is approved by the Federal Highway Administrator under the provisions of Section 1.23 (Rights-of-Way), Code of Federal Regulations, Title 23--Highways, after August 31, 1964.

"Approvals for a future crossroad given by the Federal Highway Administrator on or prior to August 31, 1964, which also approved FAI participation in the costs of the future crossroad, are to remain in effect, provided the work is completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

"For any approved crossroad for which there is not FAI participation, there may be participation in the eligible costs thereof with appropriate FAP, FAS, or FAU class(es) of funds provided the crossroad is a part of an approved Federal-aid primary or secondary system of highways."

B. The third paragraph of "Section B-8. Future Interchanges," which is the second full paragraph on sheet 11 of the attachment to the September 1962 memorandum is hereby revised to read as follows:

"FAI participation in the costs of an interchange that is constructed as a later stage of development of plans, which plans had been approved by the division engineer at the time he authorized or authorizes the State to proceed with advertisement for the initial Interstate construction project on a section of Interstate highway, may be approved by the division engineer, provided the work is to be completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

"There will not be FAI participation in the costs of a future interchange that is approved by the Federal Highway Administrator under the provisions of Section 111 of Title 23, U.S. Code, after August 31, 1964.

(more)

"Approvals for a future interchange given by the Federal Highway Administrator on or prior to August 31, 1964, which also approved FAI participation in the costs of the future interchange, are to remain in effect, provided the work is completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

"For any approved interchange for which there is not FAI participation, there may be participation in the eligible costs thereof with appropriate FAP, FAS, or FAU class(es) of funds provided the interchange crossroad is a part of an approved Federal-aid primary or secondary system of highways."

A supply of this memorandum sufficient to provide five copies each for the regional office, for each division office, and for each State highway department within the region is being provided to each regional engineer for his distribution. A limited number of additional copies is being held for other distribution in response to special requests.

Special distribution

RECEIVED
OCT 26 1965
FOR FILING

74-1122

7008

Salem, Oregon 97310
October 26, 1965

Fargo Road Interchange
Interstate 5

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

I enclose a copy of the Bureau of Public Roads letter stating that they will approve this project with funds other than interstate. We are still interested in doing it with interstate funds.

Please, therefore, look up the correspondence as to when we first requested the Donald Road Interchange and all subsequent correspondence and make a file. Also, look up the dates of the particular PPM's or circular memorandums that cover the matter of improving completed sections of the Interstate Freeway System and include these in this same file.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosure

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE
Lu'm please

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 19, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-5(-)250
Fargo Road Interchange

Mr. Morgan's letter dated April 19 requested approval of an Interchange at the intersection of Interstate 5 and Fargo Road approximately 1-1/2 miles north of Donald, Oregon.

The addition of this interchange to Interstate 5 is approved; however, since this interchange is to be added to a section of highway considered to be complete except for signing and interchange modifications, its costs are not eligible for F.A.I. financing in accordance with Circular Memorandum of September 1964 from the Office of Engineering and Operations.

first application
ppm in our 8
interstate

Orig'l to Morgan
Copy to Young
10-26-65

RECEIVED
OCT 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 8 - 1965
FOR FILING

24-1122
7008

June 7, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Fargo Road Interchange
Willamette River-Hayesville
Section, Pacific Highway

Dear Sir:

On April 19, approval of an additional interchange at Fargo Road was requested. At that time we sent supporting data, some of which it is now felt is outdated.

Included herewith are three copies of an up-to-date traffic count and a benefit quotient study. With this additional data, we again urge that you approve this interchange construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klaboe
Assistant State Highway Engineer

Enclosures

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. M. Young
Mr. H. D. Asbury

DNS:jp erb

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS
Fargo Road
6/1/65

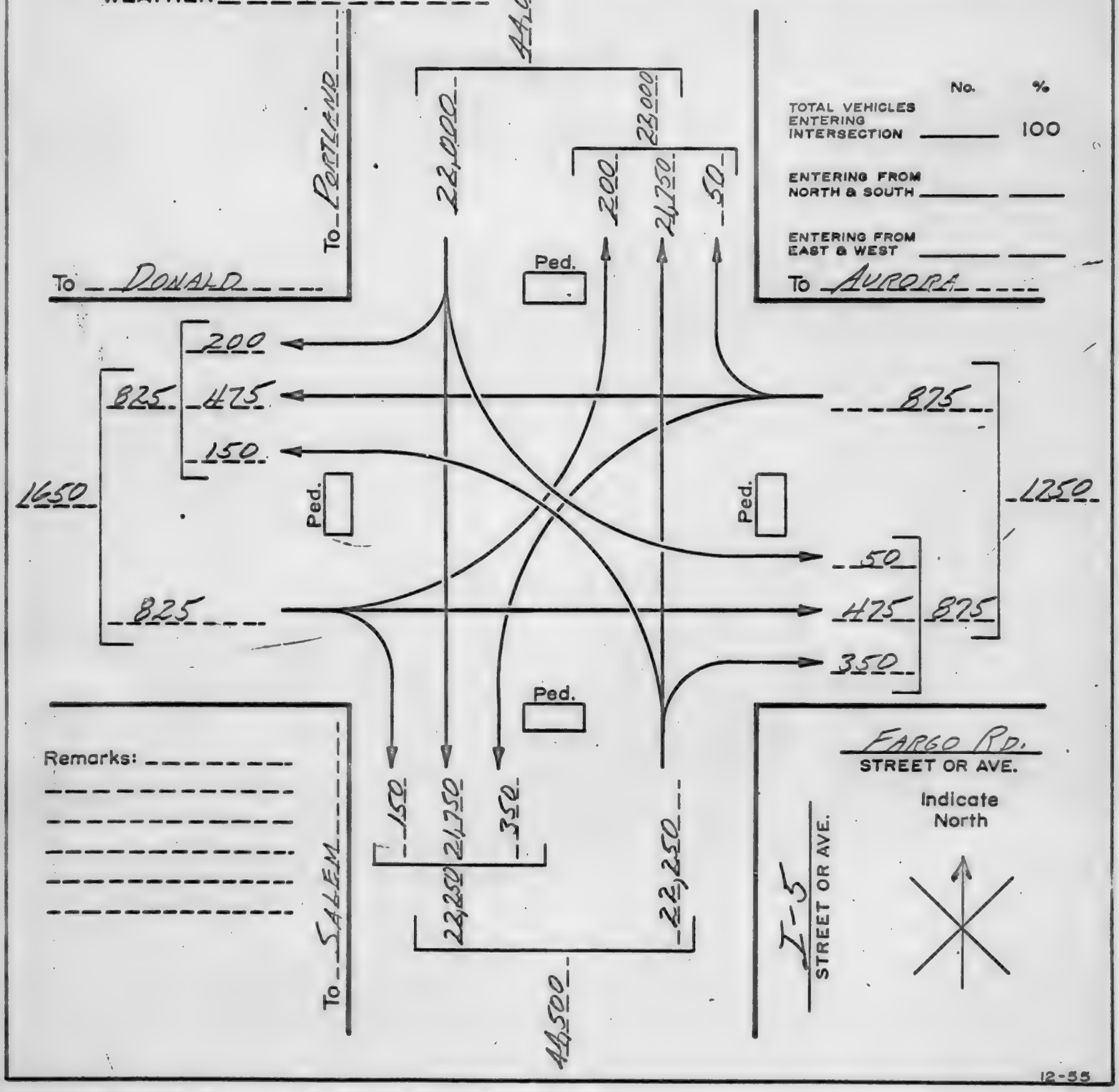
ITEM	ROUTES			
	Existing	Proposed		
I. ANNUAL VEH. OPERATION COSTS				
A. TIME ELEMENT COSTS				
a. Passenger Vehicles.....	$ 349,750	305,580		
b. Light trucks.....	$ - -	- -		
c. Heavy trucks.....	$ - -	- -		
d. Busses.....	$ - -	- -		
e. Total.....	$ 349,750	305,580		
B. MILEAGE ELEMENT COSTS				
a. Dist. and Surf. Costs...	$ 619,500	637,940		
b. Rise and Fall Costs.....	$ - -	- -		
c. Alignment Costs.....	$ - -	- -		
d. Traffic Stop Costs.....	$ - -	- -		
e. Accident Costs.....	$ - -	- -		
f. Total.....	$ 619,500	637,940		
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$).....	$ 969,250	943,520		
II. ANNUAL HIGHWAY COSTS				
a. Capital Costs.....	$ - -	19,021		
b. Maintenance Costs.....	$ - -	634		
c. Operation Costs.....	$ - -	336		
TOTAL ANNUAL HIGHWAY COSTS..	$ - -	19,991		
III. ANNUAL ROAD USER COSTS (I + II).	$ 969,250	963,928		

$$BQ = \frac{969,250 - 943,520}{19,991} = \frac{25,730}{19,991} = 1.29$$

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 1985 ADT
DAY OF WEEK
ACTUAL COUNT (VEH.) ____ HRS.
HOURS COUNTED
PEDESTRIAN COUNT ____ HRS.
HOURS COUNTED
WEATHER

CITY OF
INTERSECTION OF I-5
AND FARGO RD.
STATION NO.
CODE NO.
CLASSIFICATION ALL VEHICLES



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION		100
ENTERING FROM NORTH & SOUTH		
ENTERING FROM EAST & WEST		

Remarks:

12-55

RECEIVED
JUN 1 - 1965
FOR [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1965

SUBJECT: Fargo Road Interchange
Pacific Highway, I-5

To:
F. D. Morgan
Construction Engineer
O f f i c e

As requested in your letter of May 10, 1965, we have made an estimate of a benefit quotient and traffic assignment for the subject interchange.

There is attached a diagram showing the estimated 1985 traffic. The benefit quotient for this interchange on the basis of annual benefits of approximately $25,700 and annual costs of $20,000 is 1.29.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

RLSc:mp
Attachment
cc: Tom Edwards

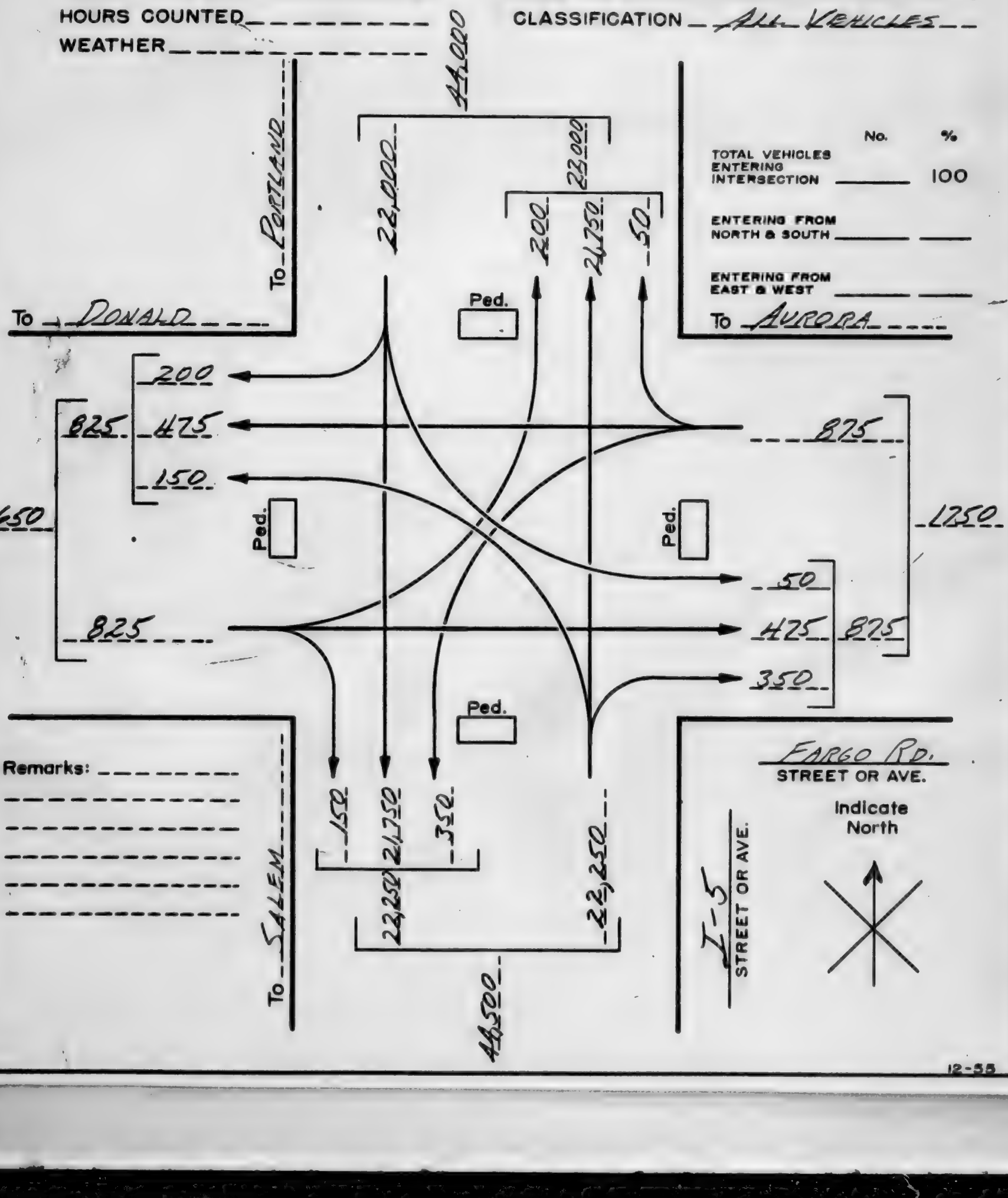
RECEIVED
MAY 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 1985 ADT
DAY OF WEEK
ACTUAL COUNT (VEH.) HRS.
HOURS COUNTED
PEDESTRIAN COUNT HRS.
HOURS COUNTED
WEATHER

CITY OF
INTERSECTION OF I-5
AND FARGO RD.
STATION NO.
CODE NO.
CLASSIFICATION ALL VEHICLES



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION		100
ENTERING FROM NORTH & SOUTH		
ENTERING FROM EAST & WEST		

Remarks:

12-55

RECEIVED
MAY 7 - 1965
FOR FILING

24-1122

7118

Salem, Oregon 97310
May 6, 1965

Mr. R. L. Porter
Deputy State Highway Engineer
B U I L D I N G

Proposed Interchange Between
I-5 and Marion County Road #427

A request for the addition of this interchange to the Interstate System was made to the Bureau of Public Roads on April 19.

Our request included traffic analysis and other information that had previously been submitted to support our request for a Donald Road Interchange. This new proposal is estimated to cost $232,000 for construction and $30,000 for right-of-way making a total package of $262,000.

I have reviewed all the information forwarded to support this new proposal, and I find that some of it may be out of date. I have, therefore, requested that a new traffic analysis and benefit-quotient study be instituted. As soon as this information becomes available, I will forward it to the Bureau of Public Roads as additional supporting data.

I have also communicated with Mr. Gordon Brooks of the Bureau, and he advises me that our new request has been forwarded to the regional office without recommendation. He did inform me, however, that he does not believe the interchange is justified and, apparently, expressed this opinion to the regional office.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. F. D. Morgan

RECEIVED
APR 21 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April, 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Fargo Road Interchange
Willamette River-Hayesville Section
Pacific Highway - Marion County

Dear Sir:

Herewith three copies each of the plan sheet, letter from County Commissioner Henry Ahrens, the County study, and a map showing the schedule of improvements planned by the County all on the Fargo Road Interchange area. The traffic analysis, sent to you on the September, 1961 Donald Road Interchange study, is considered to apply to the Fargo Road Interchange some one and one-half miles north.

The proposed interchange is expected to cost $232,000 to construct with $30,000 in right of way, making a total package of $262,000. Due to Marion County's extensive plans for the development of Fargo Road, it is urged that this additional interchange be approved for construction.

If additional copies of the September, 1961 Donald Road Interchange study are desired, we will be glad to supply them.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F. D. Morgan
Construction Engineer

Attachments
DNS:jp

cc: F. B. Klaboe

Approved
NOTED
Asst. State Hwy. Engr.
F. B. KLABOE

RECEIVED
APR 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 16 1965
FOR FILING

Salem, Oregon
March 15, 1965

Mr. F. D. Morgan
Construction Engineer

Additional Interchange
Interstate 5 - 1½ Miles
North of Donald Road

Attention: A. D. Olson

The two attached letters in regard to an interchange on County Road No. 427, Marion County, are quite explanatory. In addition to these, a small map and the report prepared by Marion County Planning Commission in regard to an interchange at the intersection with County Road No. 427 are also included.

Will you please have something worked up in this location as promptly as possible and appropriate estimates made and sent to the Bureau for its reaction.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

cc Forrest Cooper
R. L. Porter

March 5, 1965

Hon. Henry Ahrens, Chairman
Marion County Board of Commissioners
Marion County Courthouse
Salem, Oregon

Dear Mr. Ahrens:

I have your letter and the data which refers to the construction of an interchange on Interstate 5 at the crossing of County Road 427 in northern Marion County.

As you of course know, I have long been an advocate of an interchange in this area and have been awaiting the decision of the County as to location.

I will have this matter put in the proper form for a review by the Bureau of Public Roads and will recommend its approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter - Please take appropriate action.
Victor D. Wolfe
Ralph Sipprell
R. D. Asbury

COMMISSIONERS
PAT McCARTHY - CHAIRMAN
REX HARTLEY
HENRY AHRENS
EXECUTIVE SECRETARY
BRUCE PROSSER

MARION COUNTY
BOARD OF COMMISSIONERS
COURTHOUSE
SALEM, OREGON

PHONE 364-4401

March 3, 1965

Mr. Forest Cooper, Superintendent
State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

Attached is a copy of a report entitled, "Provision of Additional Interchange Facility at Intersection of I-5 and County Road 427, Northern Marion County".

This report was prepared by the Marion County Planning Commission at the direction of the Marion County Board of Commissioners and brings together background information on both present and potential development of the North Marion County area. You will note that the report also contains reference to formal action taken by the Board of Commissioners relative to identifying the major arterial routes in the Donald area, and delineating a phased program of improvements of the new major arterial route.

The Board of Commissioners is most desirous that action be taken to program this much needed interchange facility and would be most pleased to cooperate with your department in further progress on this important undertaking.

Very truly yours,

Henry Ahrens

Henry Ahrens, Chairman
BOARD OF COMMISSIONERS

HA:jl
Att.

NOTED
FORREST COOPER

RECEIVED
MAR - 5 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 23 1965
PUBLIC

24-1122

1108

February 23, 1965

The Honorable Beulah Hand
State Representative
House of Representatives
State Capitol Building
Salem, Oregon 97310

Dear Mrs. Hand:

Thank you for your February 16 letter in which you endorse the request of the Marion County Board of Commissioners relative to an interchange near Donald Road and Interstate 5 in the northerly part of Marion County. I noted this action of the Marion County Board in a newspaper account but have not as yet received an official request.

The Highway Department has long been of the belief that an interchange in the Donald Road area was necessary and has attempted to secure approval of the Bureau of Public Roads but have not been able to get favorable action. We have also discussed this matter with the Marion County Board of Commissioners and have held action in abeyance until the Board determines the exact location of the county road that it intends to improve. As soon as we hear from the County, we will again apply to the Bureau and will do everything that we can to supply the necessary supporting data.

We are quite familiar with the proposition and are aware of the benefits that it will provide. Both the Department and the Highway Commission favor the idea.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe
R. D. Sipprell
R. S. Cox
Ray Asburry
RLP:ms fn

HOME ADDRESS
BEULAH HAND
2515 10TH AVENUE
MILWAUKIE OREGON

STATE OF OREGON
HOUSE OF REPRESENTATIVES
SALEM

COMMITTEES
MEMBER: EDUCATION
ELECTIONS AND REAPPORTIONMENT
LOCAL GOVERNMENT

February 16, 1965

Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

It is with great interest that I note the request of the Marion County Board of Commissioners to the State Highway Commission to build a clover-leaf access to the Donald interchange on the Salem-Portland Freeway. I have written the Marion County Commissioners to commend them for this action and am writing to you in order to inform the State Highway Commission of my wholehearted support for this project which I have long recommended and endorsed.

Much additional support for this interchange should be forthcoming from Clackamas County because this interchange would benefit the residents by funneling traffic from the Salem Freeway into Oregon City and Clackamas County. East Multnomah County would benefit also.

Several years ago I learned that the cost of the Donald interchange would be some $120,000, which seems a highly economical expenditure because it would postpone the need to construct additional freeways south of Aurora.

Construction of the proposed interchange would, in effect, provide a four-lane freeway from Milwaukie to Salem providing the link from the Donald interchange to Aurora is four-lane. I hope the State Highway Commission will give prompt and favorable consideration to the request from the Marion County Board of Commissioners.

Sincerely,

Beulah Hand

BEULAH HAND

State Representative
Clackamas County

BH/mww

cc: North Clackamas County Chamber of Commerce
Oregon Tri-City Chamber of Commerce
Canby City Council
Clackamas County Commissioners

RECEIVED
AUG - 3 1964
FOR FILING
74 1123
1008

July 31, 1964

Mr. W. J. Kvarsten
Planning Director
Mid Willamette Valley Planning Council
607 Chemeketa Street, N. E.
Salem, Oregon

Dear Mr. Kvarsten:

I have your letter of July 29 in which you refer to the proposed interchange in the Donald or Yergen Road area in northern Marion County.

The Highway Department has long felt that an interchange in this area is justified, but we have been unable to convince the Bureau of Public Roads. It goes without saying that we would, of course, adjust our thinking to whatever plans were approved by the Marion County Board of Commissioners. If my memory is not playing me tricks, I am sure that I informed the County re this.

As a matter of procedure, I believe it would be best if any communication with the Bureau of Public Roads were handled through the Highway Department by the Marion County Board of Commissioners. Under Bureau rules, it insists on matters of this kind being handled through the Highway Department, as we are the only agency that the Bureau will recognize. I assure you that there will be no problem with the Highway Department with respect to location, as we will follow the wishes of the County. I ask your consideration in handling this matter as outlined herein.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc Hon. Rex Hartley, Chairman
Marion County Board of Commissioners

A. W. Parsons

R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

MID
WILLAMETTE
VALLEY
PLANNING
COUNCIL

Telephone 581-1574
Area Code 503

W. J. KVARSTEN, Planning Director

607 CHEMEKETA STREET N.E. ·· SALEM, OREGON

July 28, 1964

Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

As you know, we have over the past several months been developing a report on the need for an interchange facility in the Donald Area.

During the course of this study, two significant actions have been taken which will be submitted to the Bureau of Public Roads as part of the basic report. These actions are as follows:

1. Action by Marion County Planning Commission to amend the County Major Thoroughfares Plan to designate County Road 427 (Yergen Road) as the arterial route in this area, replacing Market Road 10 (Donald Road). The new arterial route would begin at the City of Aurora and would run westerly over existing right-of-way, realigned sections and new rights-of-way to an intersection with SSH 140, St. Paul Highway.

2. Adoption by the Marion County Board of Commissioners of a resolution under the date of June 26, 1964, indicating the intent of the board to program road improvements on the new routing with the intent of developing a major east-west traffic route in this area.

In view of these actions our report to the BPR will recommend that the interchange facility be located at C.R. 427 rather than MR 10. Inasmuch as the initial traffic analysis developed by your office dealt with a connection at Donald Rd., I wonder if it would not be desirable to prepare a new benefit-cost ratio study based on an interchange facility at C.R. 427. In this way, all pertinent information may be included in a single report to the BPR.

Should you concur in a need for an analysis based on this new routing, we will hold our report for incorporation of the material developed by your department.

I very much appreciate your interest and cooperation in this important project.

Very truly yours,

W. J. Kvarsten
Planning Director

WJK:js

cc: Pat McCarthy
John Anderson

RECEIVED
JUL 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 17 1963
FOR FILING
24-1123
7108

Salem, Oregon
December 13, 1963

Mr. Forrest Cooper
State Highway Engineer

O F F I C E

On this date I talked to B. J. McClarty of the BPR relative to the Donald Road interchange controversy. Mr. McClarty attempted to explain the matter as follows.

He stated that Marion County Commissioner McCarthy had talked to him relative to the matter and had stated that if the interchange would be constructed, he (Commissioner McCarthy) was certain that substantial commercial and industrial development would take place which would be of great benefit to that part of the county. Mr. McClarty says that he informed the Commissioner that if there was any information to submit that had not already been submitted he should contact the Highway Department and request a resubmission.

I did not attempt to call the County Commissioner and ask him to attend this meeting but did request Mr. McClarty to call you and report to you on his version of the matter.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Victor D. Wolfe

RECEIVED
DEC 20 1963
FOR HIGHWAYS
24-112.2
70.8

Salem, Oregon
December 12, 1963

Mr. Forrest Cooper
State Highway Engineer

O F F I C E

Donald Road Interchange
Interstate Route 5
Marion County

At the time of the original construction of the Baldock Freeway, no effort was made to establish an interchange between Woodburn and the Champoeg-Hubbard Interchange near the south bank of the Willamette River.

The road had been opened but a short time until a rather strong request was made to interchange Donald Road. As a result of this and because of the apparent need, application to the Bureau of Public Roads was made on March 7, 1960. This request was accompanied by the usual traffic data and study which indicated a benefit quotient of 6+. Considerable time elapsed before an answer was received from the Bureau and we found that instead of attempting to evaluate the interchange on its merits, the Bureau people went to rather elaborate lengths to prove that our BQ was inaccurate.

On April 11, 1960, the Bureau gave us a draft of their calculation which indicated a BQ of 2.2. The BPR report on the matter stated: "With such a comparatively low benefit cost ratio, and the increased hazard to freeway traffic due to the addition of another interchange, it does not seem desirable to approve the additional access and exit point in accordance with the provisions of Section 111, Title 23 USC."

On June 2, 1960, we received a formal reply from the BPR on our request which stated that the Bureau's Washington office felt the area was adequately served by primary and secondary roads and it could see no justification for granting the State's request.

On

On July 6, 1960, an inquiry was addressed to the Bureau's Division Engineer C. G. Polk in which Mr. Polk was asked to outline what was necessary in order to receive favorable consideration of an interchange application. Shortly thereafter, a reply was received from Mr. Polk which, in essence, states that a high cost benefit ratio of itself is not acceptable as evidence for the justification of an interchange. Nothing specific was offered except that the letter more or less makes it plain that the BPR does not intend to approve the interchange requested. The Bureau stated that there are no specific ground rules to be followed; each individual case must be judged solely on its merits. Because the State did not feel a interchange was necessary in the first instance and the location conditions appear to be the same in 1960 as when the freeway was opened, the Bureau could not justify granting the State's request.

Because of continued local demand, a second application for the Donald Road interchange was made to the BPR on September 13, 1961. Rather than "rehash" the BQ subject, a new approach by which a road user cost saving was computed and accompanied the application. On September 20, 1961, Mr. Polk acknowledged receipt of our application and in his acknowledgment I detected an element of surprise that we did not use our original approach or an amplification of it. On December 5, 1961, we received official notification that the Donald Road interchange was still not approved.

On December 3, 1963, we again applied to the BPR for this interchange and based our application on the annual saving to the road user amounting to $37,000, which results in a BQ of 6.26. On December 5, we were again advised that our application had been rejected.

I am convinced that there is nothing in the way of factual supporting data that can get the Bureau to change its mind. For some reason, that I do not understand, the matter has developed into a sort of personal contest and unless pressure can be brought to bear at the Washington level, I think we will have little success in getting the Division or Regional office to approve this facility.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

FORM CD-111 (9-72-58)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: December 5, 1963

FROM : A. W. Parsons, Division Engineer
08-35.2DA Salem, Oregon

SUBJECT: Oregon I-5-5(16)260
Donald Road Interchange

Mr. Shaw's letter dated December 3, 1963 requested our approval of an additional interchange located at Donald Road on Interstate Route 5. This same request has been made previously by Mr. W. C. Williams' letter dated March 7, 1960 and Mr. Cooper's letter dated September 13, 1961.

Each of the previous requests with all of the supporting data were forwarded to our Washington office for their consideration. Requests for an additional interchange on an Interstate route that has been or is in the process of being constructed must be approved by the Administrator.

Our review of your renewed request reveals no new information that had not been submitted previously. Therefore the expenditure of Federal-Aid Interstate highway funds for this interchange is not justified on the basis of benefits to Interstate highway users.

RECEIVED
DEC 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

FORM CD-121 (8-58-58)
(PRES. BY A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: December 5, 1963

FROM : A. W. Parsons, Division Engineer
08-35.2DA Salem, Oregon

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Our review of your renewed request reveals no new information that had not been submitted previously. Therefore the expenditure of Federal-Aid Interstate highway funds for this interchange is not justified on the basis of benefits to Interstate highway users.

RECEIVED
DEC 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
DEC 4 - 1963
FOR FILING

24 113 2
7108

December 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Donald Road Interchange
Willamette River-
Hayesville Section
Pacific Highway

Dear Sir:

For some time we have had under study traffic inconveniences caused by the construction of Interstate 5 in the area between the Willamette River and Hayesville; specifically, the section B5 to C1 as shown on sheet 6, Interstate Route No. 1 of the 104(b)5 study.

Enclosed are three prints of the preliminary layout sheet, the estimate, and road-user benefit study. This study indicates the desirability of converting the Donald Road Undercrossing into an interchange.

We request your approval of this action.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosures

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

DNS:jp: ajw

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1960

ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE CONSTRUCTION OF THE DONALD ROAD INTERCHANGE ON THE BALDOCK FREEWAY

It is estimated that this proposed interchange would be used by 140 vehicles per day to and from the north, and 720 vehicles per day to and from the south. These estimates are based on projected 1975 traffic.

This proposed improvement calls for the expenditure of $116,850 for right-of-way and construction of the interchange. The estimated annual cost for construction of this improvement is $5,959.

The construction of this proposed interchange would result in a mileage-element savings benefit of $4,580 and a time-element savings benefit of $32,725, for a total user benefit of $37,305.

The ratio of user benefits to the total annual cost indicates that for every dollar spent on this project, the road user will receive $6.26 in benefits.

Estimated Cost of Construction	$116,850	
Estimated Annual Cost of Construction	5,959	
Estimated Annual Value of Benefits to Users	37,305	
Dollars of Annual Benefits for Each Dollar of Annual Cost		$6.26

March 2, 1960

DONALD ROAD INTERCHANGE
WILLAMETTE RIVER-HAYESVILLE SECTION - BALDOCK FREEWAY

CONSTRUCTION ESTIMATE

Item	Unit	Net	Allow.	Total	Price	Cost
Grade and Pave Items						
Clearing and Grubbing	All					1,000.00
Drainage Excavation	Cu.Yd.	375	35	410	3.00	1,230.00
General Excavation	Cu.Yd.	10,317	1,033	11,350	0.50	5,675.00
Removal of Peat Soil	Cu.Yd.	320	30	350	0.75	263.00
18" C.M.P.	Lin.Ft.	425	45	470	5.00	2,350.00
48" C.M.P. (Ext.Str.)	Lin.Ft.	30	5	35	27.50	963.00
Finish R.B. & Slopes	Mile	0.75	-	0.75	1,000.00	750.00
Coarse Mat'l in Base	Cu.Yd.	4,430	450	4,880	3.40	16,592.00
3/4"-0 Mat'l in Level & Shldr.	Cu.Yd.	500	50	550	3.50	1,870.00
Sprinkling	M-Gal.	185	20	205	3.00	615.00
Aggregate in Binder	Cu.Yd.	121	12	133	5.00	665.00
RC-3 in Binder	Ton	20	2	22	44.00	968.00
Asphaltic Concrete	Ton	3,000	300	3,300	7.50	24,750.00
Tack Coat	Ton	3	-	3	75.00	225.00
Metal Sight Posts	Each	30	5	35	3.00	105.000
Salvage & Reinstall Fence	Rod	150	15	165	2.50	413.00
						$ 58,434.00
Landscape Items						
Seeding	Acres			14	50.00	700.00
Trees	Each			75	6.00	450.00
Shrubs	Each			400	3.00	1,200.00
Sawdust	Units			20	15.00	300.00
						$ 2,650.00

Item	Unit	Net	Allow.	Total	Price	Cost
Signing Items						
Large Guide & Exit Signs (4)						3,680.00
Destination-Mileage Signs (2)						1,220.00
Guide Sign Supports						2,880.00
Control & Fingerboard Signs						1,840.00
Control & Fingerboard Supports						650.00
						$ 10,270.00
Delineation Items						
W-1 (Removal)	Each			22	1.00	22.00
Y-2 (Install)	Each			75	7.00	525.00
Y-3 (Install)	Each			2	8.00	16.00
						$ 563.00
Subtotal						71,917.00
12.1/2% Engineering & Contingencies						8,983.00
Total Construction						$ 80,900.00
Total Right-of-Way						38,400.00
GRAND TOTAL						$ 119,300.00

FORM E-20 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1963

SUBJECT:

To: R. L. Porter
Deputy State Highway Engineer
O F F I C E

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Commissioner Pat McCarthy of Marion County told me that they had some inside information that the Bureau of Public Roads was now willing to approve an interchange at Donald Road where it intersects I-5 northerly of Salem.

Will you please make a resubmission of this to the Bureau.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

NOTED
LLOYD P. SHAW

Not sent to BPR as of 11-22 — may be able to change design to 3/4 chain and 1 loop - Porter advised.

Draft prepared by Morgan rec'd. 12-2-63

RECEIVED
AUG 4 1962
FOR FILING

July 27, 1962

Hon. Rex Hartley
Marion County Judge
Courthouse
Salem, Oregon

Dear Judge Hartley:

Reference is made to your letter of July 17, concerning an interchange on the Interstate Highway in the Donald area. This matter has been under study for several years. We have made complete traffic studies of the entire area between Woodburn and the Aurora Interchange and have submitted these studies to the Bureau of Public Roads, recommending that it approve the construction of an interchange at Donald Road. The results of the first study were presented to the Bureau of Public Roads with our letter of March 7, 1960, of which a copy is attached. A reply was received from the Bureau on June 2, 1960, copy attached. You will note that the Bureau ruled that the proposed interchange is not justified.

We tried again under date of July 6, 1960, in a letter to Mr. C. G. Polk, Division Engineer of the Bureau of Public Roads, and I attach a copy of that letter. A reply was received on July 11, 1960, as per the copy attached. This matter was again revived in September of 1961 when we submitted another traffic analysis supporting the desirability of this interchange. I attach a copy of this traffic analysis, together with a copy of our letter of September 13, 1961, which sets forth the necessity for the interchange and the advantages that would be gained by it. Our request was rejected under date of October 20, copy attached.

A little later, at the request of Mr. William Gresser, president of the Aurora Telephone Company, Senator Wayne Morse corresponded with Mr. Rex M. Whitton, the Federal Highway Administrator. I attach a copy of a letter from Mr. Whitton to

Senator Morse, repeating the stand of the Bureau of Public Roads. I also attach a copy of another letter to Senator Morse by Mr. Whitten, dated March 22, 1962. I understand that representatives of the local office of the Bureau of Public Roads attended a meeting at the Donald City Hall on March 26, 1962, and explained the Bureau's position.

From the attached report and correspondence, you will be assured that we are in favor of the proposed interchange and that we have done everything we could to secure its authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments

cc G. S. Paxson
Victor D. Wolfe

GSP:ms hlb

JUDGE REX HARTLEY
COMMISSIONER HENRY AHRENS
COMMISSIONER PAT McCARTHY
EXECUTIVE SECRETARY
WALLACE S. WHARTON

PHONE EMPIRE 4-4401

MARION COUNTY COURT

COURTHOUSE
SALEM, OREGON

July 17, 1962

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Cooper:

The Marion County Court has instructed the planning commission to prepare for the court's consideration a report on the present development and future potential of the Donald area. This study is to be keyed in with the possibility of provision of an additional interchange point somewhere in the Donald area and lying roughly midway between the Wilsonville and Woodburn interchanges.

In order to compliment this study and to provide additional necessary data, the Court would respectfully request that the State Highway Department conduct a benefit-user study in the Donald area, with special reference to the desirability of a connection at either Market Road #10 or County Road #427.

Very truly yours,

Rex Hartley
County Judge

RH:jl
CC: County Engineer
County Surveyor
Planning Commission

Pardon: We have all data and everything else except BPR. ck. to Const

RECEIVED
JUL 20 1962
OREGON
STATE HIGHWAY COMMISSION

SALEM-MARION-POLK
ALL AMERICA AREA

RECEIVED
APR 6 1962
FOR FILING

United States Senate

WASHINGTON, D.C.

March 28, 1962

Mr. William Graeper, President
Aurora Telephone Company
P. O. Box 77
Aurora, Oregon

Dear Mr. Graeper:

This will supplement my letter of March 12 regarding the proposed Donald Road Interchange with Interstate Highway No. 5. You will recall that I brought your suggestions to the attention of the Federal Highway Administrator for his consideration and appropriate action.

The Administrator's report has just reached me and I am inclosing it for your information.

I am pleased to note that your idea has been favorably received and the District Engineer for the State of Oregon in Salem is available to discuss the details of the Donald situation with you and other interested parties.

This development is encouraging and should be of benefit. I shall be most interested in this matter and will appreciate being kept continuously informed of any action in Oregon in order to be in a position to render any possible future assistance here in Washington.

With kindest regards.

Sincerely,

NOTED
G. S. PAXSON

Wayne Morse

WM:ms
cc: Mr. Tom Gorman
cc: Honorable C. A. Blake, Mayor
cc:Mr. W. C. Williams

NOTED
P. L. PORTER
RECEIVED
APR 2 1962
OREGON
STATE HIGHWAY COMMISSION

FILES

RECEIVED
MAR 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

March 27, 1962

T. Dec, District Engineer
Salem, Oregon

Oregon - Interstate Route 5 - Proposed Donald Road Interchange

Bill Schwiesow, Area Engineer, and I attended a meeting on March 26, 1962 at the Donald City Hall on the above subject, which apparently was arranged for the benefit of Miss McGee, a Capitol Journal reporter. Mr. William Graeper, Manager Aurora Telephone Co., Mr. Tom Gorman, Mgr., Donald Farmers' Cooperative, the Mayor of Donald, and about 10 other local residents were present. No Highway Department representatives were present.

We explained the Bureau's position in this matter, pointing out that where a new access point is proposed, the request must be referred to higher authority. Highlights of other features stressed were the fact that the existing road network adequately served the area, that traffic and cost in this specific instance were not the most important considerations, that other separated crossroads could develop as much traffic if access were provided, that we must look on this problem from the standpoint of total cost, preservation of control and capacity if many additional access points were provided, and that reconsideration might be based on firm commitments for development of the area.

We indicated that it was the State Highway Department's prerogative to release information which it has on traffic, cost, etc., on which the local people have not been informed.

We also corrected a misconception that our office had favorably recommended the interchange.

The Mayor of Donald advised that he talked to former State Highway Engineer Baldock when the freeway was being intially constructed and that Mr. Baldock advised him "that the only way Donald could ever get an interchange was over his dead body." However, a couple of years ago the State Highway Commission Chairman advised them that an interchange was warranted after listening to only 7-1/2 minutes of a scheduled 15 minute presentation by a delegation.

Highlights of local arguments included the distressed condition of the Donald area and a desire to know whether such a criteria could be used as justification for the proposed interchange, interchange spacing, out-of-direction travel, and the fact that operators of disabled vehicles bother the property owner in the S.W. quadrant of the proposed interchange.

Though the meeting was a pleasant one, we probably can expect to be "blasted" by the local newspaper.

MAR 2 2 1960

32-10

Honorable Wayne Morse
United States Senate
Washington 25, D. C.

Dear Senator Morse:

This is in reply to your letter of March 12 with enclosures, including letters from Mr. William Groeper and Mr. Tom Gorman in further reference to the interchange requested with Interstate Route 5 to serve future developments in the vicinity of Donald, Oregon.

It is expected that the development of the Interstate System will induce changes in the type and character of use of lands adjacent to the routes such as the areas in which Messrs. Groeper and Gorman are interested; these changes are expected to increase the highway traffic desiring to use the Interstate highway and are considered to the extent practicable in the original design stage. Control of additional points of access to Interstate highways has been specifically provided under the controlling legislation in order to preserve the initially planned traffic capacities of Interstate routes as well as prevent unnecessarily increasing the cost of development.

Provision has been made to permit the additions of connections to Interstate routes where these are established, on the basis of existing needs or firm planning, as being justified on the basis of the economic and engineering considerations involved. The request by the State on behalf of local interests for an additional interchange with Interstate Route 5 in the vicinity of Donald and the information submitted in its justification have been carefully considered by the Bureau of Public Roads. It has been our finding that the existing needs--and those for which there is firm planning--can be adequately served by the existing road network which connects with the adjacent interchanges at Aurora and Woodlawn.

With the development of the Interstate routes, similar situations are developing nationwide and equitable consideration is being given each request for additional traffic connections to the Interstate highways. While the added cost of construction of one additional interchange such as requested at Donald may be considered relatively small, the aggregate cost for many such additional facilities would be prohibitive. Relaxation,

therefore, by the Bureau of Public Roads of the standards maintained in regard to additional points of access to routes of the Interstate System would greatly diminish the values of these freeways as operationally safe facilities and would negate the benefits made possible by the large initial capital expenditure of public highway funds.

Should Messrs. Greeper and Gorman or others wish to discuss the details of these determinations by the Bureau of Public Roads further, they may contact our division engineer for the State of Oregon, Mr. Clifford G. Polk, whose office is located at 477 Cottage Street, N.E. Salem.

The enclosures submitted with your letter are returned. Copies have been made for our use and are also being forwarded to our field office in Oregon for its information.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

Enclosure
Transmitted Correspondence

AURORA TELEPHONE COMPANY
P.O. BOX 77
AURORA, OREGON

Feb. 7, 1962

Honorable Wayne Morse
Senate Office Bldg.
Washington 25, D.C.

Subject: Donald Road Interchange with Interstate Highway No. 5

Dear Senator Morse:

We refer you to our previous correspondence on this subject and to that of Mr. Tom German, manager of the Donald Farmer's Cooperative. We enclose a copy of a letter dated June 16, 1960 from our late, admirable State Highway Engineer, Mr. W.C. Williams in which he indicates Commission approval of the subject interchange. We also enclose a copy of a letter dated Nov. 7, 1961 showing the latest status of this subject. We call your attention to the fact that as an REA borrower we are cooperating, upon request, with the Department of Agriculture in their Rural Areas Development Program. Yet, the one thing that would aid most in the development of this depressed area is denied us by the Bureau of Federal Roads.

This is not the only reason why the construction of this interchange is important, but it is a major reason as pointed out by Mr. German in his letter dated Sept. 22, 1961. There are traffic considerations that we feel are being overlooked by the Federal Bureau of Roads. We would like to know by what standards they deny this construction. As gentlemen and servants of the people, we believe that they owe us more consideration than this. Or, are they to be Big Brothers and take our gas tax money but allow us no voice in how it is to be spent.

If we did not have the concurrence of our State Highway Commission as to the need for this interchange, this letter would not be written. This has been a grand merry-go-round for two full years and we do not write you to make this perpetual motion. We ask that you prevail upon the Federal Bureau of Roads to give us a more detailed explanation of what conditions must be met before they will consider this construction. Even to the point of having one of their local representatives meet with us so that we might discuss this and perhaps point out some of the facts that they must be missing.

Market Road No. 10 between Donald and Aurora which connects with the proposed interchange is scheduled for, straightening, widening and paving within the next two years. It would be ridiculous and a waste of the tax payers money not to reconsider the construction of the interchange in conjunction with the re-paving of that road.

We trust that through your intervention, the Federal Bureau of Roads will not be unilateral in their thinking and that we shall hear from them in the near future.

Yours very truly,

Aurora Mutual Telephone Co., Ltd.

William Groeper, Pres.

Cc: Mr. Tom German, Mgr.
Donald Farmer's Co-op.
Donald, Ore.

Honorable C.A. Blake
Mayor
Donald, Ore.

GRAIN DEALERS
GRINDING & MIXING
SEED CLEANING
GRAIN DRYING

DONALD FARMER'S CO-OPERATIVE

DONALD, OREGON
PHONE AURORA 6813

FERTILIZ
SPRAY
MIXED FE

September 22, 1961

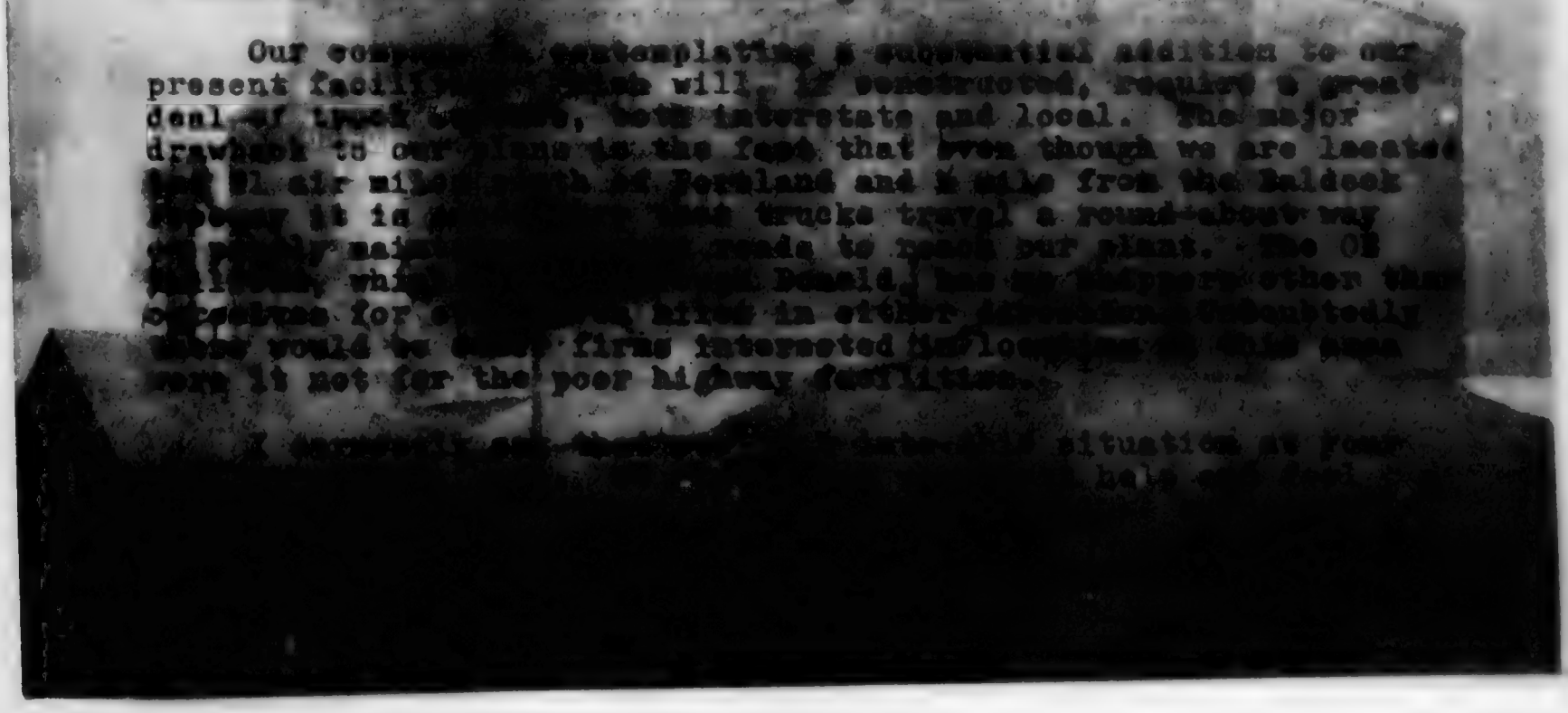
The Honorable Wayne L. Morse
Senate Office Building
Washington, D.C.

Dear Senator Morse:

For some time our organization has been watching with interest the efforts of a small group of community leaders who are leaving no stone unturned in their determination to effect the construction of an access to the Baldock Freeway immediately east of our plant in Donald.

I personally was present at a hearing in Salem on January 20, 1960, at which time the State Highway Commission went on record as recognizing the need for such an access. Since then, I am told, the Federal Bureau of Public Roads have taken the position that such access is not necessary, basing their decision on traffic counts made by the State Highway Commission.

It is my personal opinion that too much emphasis is being placed on present traffic counts and not enough attention being given to the potential economic development of this area. The little city of Donald, for example, is practically a ghost town at present. Isolated from through highway traffic, and with an economy based strictly on seasonal agricultural pursuits, the city has been losing ground rapidly. Much of the business district is vacant with the buildings falling into disrepair. Recently the only restaurant in town closed for lack of business. Surrounding communities, on the other hand, are experiencing a substantial social and economic growth.



Our company is contemplating a substantial addition to our present facilities which will, if constructed, require a great deal of truck traffic, both interstate and local. The major drawback to our plans is the fact that even though we are located [illegible] air miles south of Portland and 4 miles from the Baldock Freeway it is necessary that trucks travel a round-about way [illegible] roads to reach our plant. The City of Donald, which [illegible] Donald has no transportation other than [illegible] for [illegible] hired in other [illegible] completely [illegible] would be many firms interested in locating in this area were it not for the poor highway facilities.

[illegible] situation as [illegible]

RECEIVED
MAR 23 1962
FOR FILING

COPY

NOTED
G. S. PAXSON

March 12, 1962

Mr. Rex M. Whitton
Federal Highway Administrator
Bureau of Public Roads
Washington 25, D. C.

Dear Mr. Whitton:

This refers to our correspondence on the subject of a proposed highway interchange with Interstate Highway No. 5 in the vicinity of Donald, Oregon.

I continue to receive correspondence from Oregon, of which the attached letter from William Grosper, President of the Aurora Telephone Company of Oregon, is typical. The concern expressed in these letters appears to center upon the feeling that the Bureau of Public Roads has not made its position clear enough so that constructive planning can be done by the business and governmental leaders who are in a position to initiate action needed if the area is to realize its full economic potential. In this connection, you will recall the correspondence of Mr. Tom Gorman, Manager of the Donald Farmer's Cooperative late in 1961. A copy of Mr. Gorman's letter of September 28 is also attached for your information, and I believe his remarks dealing with the contemplation of substantial additional facilities is pertinent.

You may be sure that I fully appreciate the position of the Bureau of Public Roads in this matter. At the same time, however, I am seriously concerned over the fact that people in Oregon do not feel adequately informed of the situation. In this regard, I would like to bring to your attention a letter from the Deputy State Highway Engineer of Oregon to Mr. Grosper, a copy of which is also attached.

In view of these circumstances, I would appreciate your prompt consideration of the suggestions made in Mr. Grosper's most recent letter that detailed explanations be supplied and that, perhaps, a meeting be arranged with the Bureau's local representative for the purpose of exploring what might be done to support the request for the interchange.

I would also appreciate it if copies of your future correspondence in this matter could routinely be sent to Mr. Grosper, Mr. Gorman, and the Oregon State Highway Department and The Honorable C. A. Blake, Mayor of the City of Donald, Oregon. The attached file may be returned at your convenience.

Sincerely,

Wayne Morse

WM:jc
cc: Forest Cooper

RECEIVED
DEC 7 1961
FOR FILING

FORM CO-121
(4-22-59)

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

74 1122
7-8 Polk

TO : Mr. Forrest Cooper
Acting State Highway Engineer
Salem, Oregon

DATE: December 5, 1961

Cross Referenced To:
Aurora
Interstate
Marion Co.

FROM : C. G. Polk, Division Engineer
08-35.2-DA Salem, Oregon

SUBJECT: Interstate Route 5 - Proposed Donald Road Interchange

Your September 13, 1961 letter furnished copies of an entirely new field study of the origin and destination of vehicular traffic in the area served by Interstate Route 5 between Aurora and Woodburn interchanges. You requested reconsideration of the proposal to provide an interchange at the Donald Road undercrossing, between the above-mentioned interchanges on the basis of new traffic and economic analyses as well as other factors, included in your letter, which you considered to be pertinent.

We previously furnished you a copy of Administrator Whitton's November 2, 1961 letter to Senator Morse regarding the proposal. You will recall that the correspondence indicated that in view of the adequate system of primary and secondary roads in the area, and the connections to the Aurora and Woodburn interchanges, our Washington office did not find in your further determinations, warrant for the expenditure of Federal-aid highway funds in the cost of the proposed interchange with Donald Road, nor justification for its provision otherwise on the basis of benefits that would be realized from increased traffic service.

We now have received official confirmation, through channels, that the proposed Donald Road Interchange has not been approved.

Cooper
E. Lewis
Lowry

RECEIVED
DEC 8 1961
STATE HIGHWAY ENGINEER

NOTED
L.L. HUNTER

RECEIVED
NOV 30 1961

FORWARDING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

Cross Referenced To:
adm
Petitions
Marion Co

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 28, 1961

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Re: Pole Line Permit
Portland General Electric Co.
Pacific Interstate #1

Dear Sir:

Enclosed are three identical copies of a permit we propose to issue to the Portland General Electric Company, covering a power transmission line they propose to construction on the Interstate #5 Highway at the Donald Road Overcrossing.

As we have previously discussed with Mr. Schwiesow of your office, the installation appears to conform with A.A.S.H.O. policy on utilities in all respects.

If the permit as prepared meets with your approval, will you please so indicate on the executed copy of the permit and return same for our files. The two conformed copies are intended for your use.

Very truly yours,

R. B. Sipprell
Director of Permits

By

ORIGINAL SIGNED BY J. L. HUFFMAN

J. L. Huffman
Asst. Utilities Permit Engineer

JLH:db
Encls. 3

cc: Mr. P. M. Stephenson

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DEC 1961

NOTED
P. M. STEPHENSON

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FOR FILING

Cross Referenced To:
Adm
Petitions
Diamond Co

November 7, 1961

Mr. William Cresper, President
Aurora Telephone Company
Post Office Box 77
Aurora, Oregon

Dear Mr. Cresper:

Knowing your interest in the matter of an interchange at Donald Road on the Baldock Freeway, I wish to give you what new information we have re this matter.

I have now been handed a copy of a letter from Mr. Rex M. Whitton, Federal Highway Administrator of the Bureau of Public Roads, to the Honorable Wayne Morse, U. S. Senator, from which I quote:

> "The State's findings in this traffic analysis of the proposed Donald Road interchange have been carefully reviewed and evaluated. In view of the adequate system of primary and secondary roads in the area, and the connections to the Aurora and Woodburn interchanges, we do not find in the State's further determinations, warrant for the expenditure of Federal-aid highway funds in the cost of the proposed interchange with Donald Road, nor justification for its provision otherwise on the basis of benefits that would be realized from increased traffic service."

Although we have not received official word from the Bureau of Public Roads, this letter coming from Mr. Whitton, who is the head of the Bureau, would indicate that approval for the construction of this interchange will not be given.

I am very sorry to have to report this to you, as I was hopeful that we would receive favorable reaction to our request but apparently the Bureau of Public Roads does not agree with us.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fh

NOV 2 1961

22-10

Honorable Wayne Morse
United States Senate
Washington 25, D. C.

Dear Senator Morse:

This is in reply to your communication of October 23 and in further reply to your communication of September 27 in regard to the interest of Mr. Tom Corman, as expressed in letters of September 22 and October 9, in access to Interstate Route 5 at Donald, Oregon.

The State has now completed an entirely new field study, financed with Federal aid, of the origin and destination of vehicular traffic in the area served by Interstate Route 5 between the Aurora and Woodburn interchanges which are respectively north and south of the requested Donald Road interchange. "The State's findings in this traffic analysis of the proposed Donald Road interchange have been carefully reviewed and evaluated. In view of the adequate system of primary and secondary roads in the area, and the connections to the Aurora and Woodburn interchanges, we do not find in the State's further determinations, warrant for the expenditure of Federal-aid highway funds in the cost of the proposed interchange with Donald Road, nor justification for its provision otherwise on the basis of benefits that would be realized from increased traffic service. //

We appreciate the interest of Mr. Corman and others, and they may be assured that the State's studies and other information submitted relative to the need for this interchange have been very carefully reviewed. Mr. Corman's letter is returned for your files.

Sincerely yours,

REX M. WHITTON
Rex M. Whitton
Federal Highway Administrator

Enclosure
Transmitted Correspondence

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NOV 3 1961
STATE HIGHWAY ENGINEER

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SEP 27 1961
FOR FILING

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70c F

Cross Referenced To:
adm
Petitions
Marion Co.

September 26, 1961

Mr. William Graeper, President
Aurora Telephone Company
Post Office Box 77
Aurora, Oregon

Dear Mr. Graeper:

In reply to your note of September 22, I wish to advise that, due to the difficulties we have had in securing Federal approval, it was decided to make an entire re-study of the Donald Road matter so that we might justify the interchange. This was done during the recent summer months.

An entirely new submission was made to the Bureau of Public Roads on September 13, 1961, based on a re-evaluation of the traffic and benefits. On September 20, the Bureau acknowledged our letter, stating in effect that our request was being sent to higher authority for determination. It is hoped that we will receive a reply in the near future and that it is in the affirmative.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

cc Forrest Cooper
Tom Edwards

RECEIVED
SEP 25 1961

FOR FILING

24-1122

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

7008

FROM : C. C. Poll, Division Engineer
08-35.2-DA Salem, Oregon

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

Cross-Referenced To:
Allen
Patterson
Thurber

DATE: September 20, 1961

SUBJECT: Oregon Project I-5-5(16)260, Proposed Donald Road Interchange

We acknowledge receipt of Mr. Cooper's September 13, 1961 letter and attachments thereto requesting reconsideration of previous action by our Administrator regarding provision of an additional interchange at the Donald Road undercrossing on Interstate Route 5, Mile 278. Our letters of June 2, 1960 and June 17, 1960 had advised you that since an adequate system of primary and secondary roads served the area and you did not indicate that such roads were loaded anywhere near to capacity, the interchange was not considered to be warranted by our Washington office on the basis of a high cost-benefit ratio alone.

We note that you did not wish to submit your re-evaluation of the prior analysis completed in March of 1961. Instead you elected to conduct an entirely new field study which we approved for financing with 1-1/2 percent funds on July 20, 1961. In view of the fact that you have submitted additional information, your request will be carefully evaluated by this office for possible further consideration by the Administrator, in accordance with covering policy, as an additional point of access on an acceptable section of an Interstate routing.

NOTED
W.C. WILLIAMS

RECEIVED
SEP 1961

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SEP 14 1961
FOR FILING
24-1162
7003

Cross Referenced To:
Adm
Petition
Marion Co.

September 13, 1961

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

Enclosed are three copies of a report on "Traffic Analysis of the Proposed Donald Road Interchange" on Interstate 5. We respectfully request your consideration of Donald Road for conversion from a grade separation to a full interchange with the Pacific Highway, Interstate 5. Donald Road is located 24 miles south of Portland and 21 miles north of Salem. It is 5.2± miles south of the Aurora Interchange and 5.5± miles north of the Woodburn Interchange, there being no other full interchanges between the Aurora and Woodburn Interchanges.

In re-evaluating the prior analysis, which related to our previous submission, we deemed it advisable to conduct additional field studies as relates to origin-destination of vehicular traffic, and more particularly the inclusion of a station on 99W2 north of Woodburn which location was not previously surveyed. Our field studies also re-evaluated travel time studies on all of the roads involved in the analysis. The attached report summarizes the Road User Cost Analysis and the Origin-Destination Survey that were conducted recently. You will note from the Summary of Findings that the road user would save a net average of $16,876 per year with the immediate construction of the Donald Road Interchange. This improvement would result in a benefit-cost ratio of 3.7:1. I would like to lift from the report certain segments of information which are not brought out in detail and to also supplement certain facets of the report with additional information, which in our opinion are important in the selection of Donald Road as an interchange point, and also support an early approval of our request resulting in construction of the proposed interchange in the near future.

The traffic assigned to the freeway at the Donald Road Interchange is definitely conservative. For example, we did not even include as assignable traffic those trips for which the driver stated he had an aversion to the freeway and would not use it under any circumstances. Yet, at the same time, the diversion curves we used take it into account. In the first 15 years of the 30-year amortization period of study, it was presumed that the Laurelhurst (Eastside) Freeway, Interstate 205 would not be open to traffic. In the latter 15-year period when Interstate 205 is serving traffic, we immediately assigned some 550 trips per day from the area north of Oregon City and east of the Willamette River to the Laurelhurst (Eastside) Freeway, Interstate 205. In reality, some of these trips, at least 10 percent, would in all probability continue to use the Cascade Highway and the Pacific Highway East and be potentially divertable to the Donald Road Interchange access to Interstate 5. The 550 trips per day is based on 1961 average daily traffic.

The Donald Road Interchange, being west of Aurora and making a direct connection to US99E, is susceptible to good signing as a connection to the freeway from US99E and is the first logical point south of the proposed Interstate 205 route to direct all of the traffic east of the Willamette River and south of Interstate 205 to the route of Interstate 5. It could be said that it is possible to sign traffic from the route of US99E in Oregon City over portions of OR43 through West Linn, OR213 through Willamette, and connecting county roads to other unnumbered routes over county roads via circuitous routings to the Stafford Road Interchange with Interstate 5.

The routing between US99E in Oregon City and the Stafford Road Interchange with Interstate 5 is not susceptible of easy signing and routing; neither are the roads and streets over which the route would be signed adequate for the directing of potential interstate traffic. The connecting county roads between US99E at Aurora and the Donald Road Interchange with Interstate 5 are presently improved to acceptable standards and the route is a direct one and easy to sign, thus offering added service to potential interstate highway traffic.

The largest single increment of traffic diverted to Interstate 5 at the Donald Road Interchange is 316 trips per day out of a total of 610, based on 1961 average daily traffic, and has an origin or destination in Aurora or north thereof to Oregon City. This does not include any traffic north of Oregon City. In the first 15 years that the Donald Road Interchange would be in use, prior to the ultimate completion of Interstate 205, an additional 550 vehicles per day (1961 average daily traffic) would use the connecting road between US99E at Aurora and Interstate 5 at the Donald Road Interchange.

Of the 316 vehicles per day, which had an origin and/or destination between Aurora and Oregon City, approximately 50 percent had an origin or destination within Oregon City and is the only portion of this increment which conceivably could be considered for diversion to the inferior route between Oregon City and the freeway via Stafford Road.

Another large increment of assignable traffic to Interstate 5 at the Donald Road Interchange that has "long haul" characteristics are the same 74 vehicles per day (1961 average daily traffic) which have an origin and/or destination in Newberg or points beyond.

In conclusion, the foregoing volumes are those which tend to be "long haul" traffic and justification is based on an interchange which primarily services "long haul" rather than "local" traffic; therefore, the Donald Road Interchange might not be the interchange along Interstate 5 between Aurora and Salem which would provide services to the maximum number of vehicles considering both "local" and "long haul" traffic. It is quite certain if the "local" traffic increment were considered paramount that potential interchanges at the St. Louis Road and Broadacres Road would produce a higher traffic assignment, but would be predominantly "local" usage.

The positioning of this interchange, in addition to its service to predominantly "long haul" traffic, is such that it would also serve the function of assisting the police in their enforcement purposes and the Department in its maintenance operations.

Your early consideration and approval is earnestly solicited.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. F. B. Crandall

Mr. Tom Edwards
Mr. R. L. Parker

JAH:mjc fn

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
September, 1961

TRAFFIC ANALYSIS OF THE PROPOSED DONALD ROAD INTERCHANGE

The purpose of this analysis was to determine the feasibility of constructing an interchange on the Pacific Highway No. 1, Interstate 5, at the intersection of Donald Road. The location of the interchange is shown in Figure 1.

Summary of Findings

The more important findings of this analysis are as follows:

1. The road user would save a net average of $18,876 per year with the immediate construction of the Donald Road Interchange.
2. The average annual vehicle operation savings resulting from constructing the Donald Road Interchange, $25,730, when related to the additional average annual highway costs, $6,854, results in a benefit-cost ratio of 3.75.
3. The 1961 traffic assignable to the proposed Donald Road Interchange is 610 vehicles per day.
4. The 1980 traffic assignable to the proposed Donald Road Interchange is 1,160 vehicles per day.

Analysis of Data

A summary of the road user costs is shown in Table 1. Road user costs by vehicle operation and highway costs are shown in Table 2.

The road user costs were computed on the basis of divertable traffic only. Due to the small number of trucks divertable to the interchange, they were considered as passenger cars in computing the vehicle operation costs. In computing the average traffic volumes for the analysis, it was necessary to consider that the Laurelhurst Freeway in Portland and the Interstate Spur in Salem would be constructed and opened to traffic during the 30 year study period.

Table 1

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

Summary Sheet

HIGHWAY PROJECT ANALYSIS

Pacific Highway No. 1

_____ To _____

Description of Projects:

Plan 1 Donald Road Interchange

Plan 2 _____

Plan 3 _____

COMPARATIVE PHYSICAL DATA BETWEEN POINTS

_____ And _____

ITEM	ROUTES			
	Existing	Plan 1	Plan 2	Plan 3
Length (miles).....				
Length of New Construction (miles)...				
Traffic Lanes (number).....				
Total Rise and Fall (feet).....				
Maximum Grade (percent).....				
Length of Maximum Grade (feet).....				
Total Central Angle (degrees).....				
Maximum Degree Curve (degrees).....				
Number of Maximum Degree Curves.....				

COMPARATIVE ROUTE COST DATA

Right-of-Way Costs.....	$ - -	38,400		
Other Construction Costs.....	$ - -	78,450		
Gross Construction Costs.....	$ - -	116,850		
Annual Road User Costs.....	$ 969,249	950,373		

Table 1

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

Summary Sheet

HIGHWAY PROJECT ANALYSIS

Pacific Highway No. 1

_____ To _____

Description of Projects:

Plan 1 Donald Road Interchange

Plan 2 _____

Plan 3 _____

COMPARATIVE PHYSICAL DATA BETWEEN POINTS

_____ And _____

ITEM	ROUTES			
	Existing	Plan 1	Plan 2	Plan 3
Length (miles).....				
Length of New Construction (miles)...				
Traffic Lanes (number).....				
Total Rise and Fall (feet).....				
Maximum Grade (percent).....				
Length of Maximum Grade (feet).....				
Total Central Angle (degrees).....				
Maximum Degree Curve (degrees).....				
Number of Maximum Degree Curves.....				

COMPARATIVE ROUTE COST DATA

Right-of-Way Costs.....	$ - -	38,400		
Other Construction Costs.....	$ - -	78,450		
Gross Construction Costs.....	$ - -	116,850		
Annual Road User Costs.....	$ 969,249	950,373		

Table 2 — Road User Costs

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

September 1, 1961
HIGHWAY PROJECT ANALYSIS

Pacific Highway No. 1

ITEM	ROUTES			
	Existing	Proposed		
I. ANNUAL VEH. OPERATION COSTS				
A. TIME ELEMENT COSTS				
a. Passenger Vehicles.....	$ 349,747	305,582		
b. Light trucks.....	$			
c. Heavy trucks.....	$			
d. Busses.....	$			
e. Total.....	$ 349,747	305,582		
B. MILEAGE ELEMENT COSTS				
a. Dist. and Surf. Costs...	$ 619,502	637,937		
b. Rise and Fall Costs.....	$			
c. Alignment Costs.....	$			
d. Traffic Stop Costs.....	$			
e. Accident Costs.....	$			
f. Total.....	$ 619,502	637,937		
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$).....	$ 969,249	943,519		
II. ANNUAL HIGHWAY COSTS				
a. Capital Costs.....	$ - -	5,959		
b. Maintenance Costs.....	$ - -	573		
c. Operation Costs.....	$ - -	322		
TOTAL ANNUAL HIGHWAY COSTS..	$ - -	6,854		
III. ANNUAL ROAD USER COSTS (I + II).	$ 969,249	950,373		

Traffic Assignments

Figure 2 shows the traffic assignments based on this survey. The green numbers indicate the existing 1961 average daily traffic volumes. The red numbers indicate the 1961 and 1980 (enclosed in boxes) average daily traffic volumes with the proposed improvements completed and open to traffic.

In preparing these assignments the following two conditions were assumed:

1. The Donald Road Interchange would be constructed and open to traffic in 1961.
2. The Laurelhurst Freeway in Portland and the Interstate Spur in Salem would be constructed and open to traffic by 1975.

Survey Methods

Interview stations for both directions of traffic were established at the following locations: (see Figure 1)

Station No. 1 On the Wilsonville-Hubbard Highway, No. 51, at a point just north of the Clackamas-Marion County Line.

Station No. 2 On the Pacific Highway East, No. 1E, at a point just north of the Woodburn-Estacada Highway, No. 161.

Station No. 3 On Boones Ferry Road just north of the Hillsboro-Silverton Highway, No. 140.

Station No. 4 On the Hillsboro-Silverton Highway, No. 140, just west of the Pacific Highway, No. 1.

Station No. 5 On Broadacres Road just north of the Hillsboro-Silverton Highway, No. 140.

Station No. 6 On North River Road, MR No. 36, south of Fairfield Road.

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PLANNING SURVEY SECTION

PROPOSED DONALD ROAD INTERCHANGE
PACIFIC HWY.

No Scale

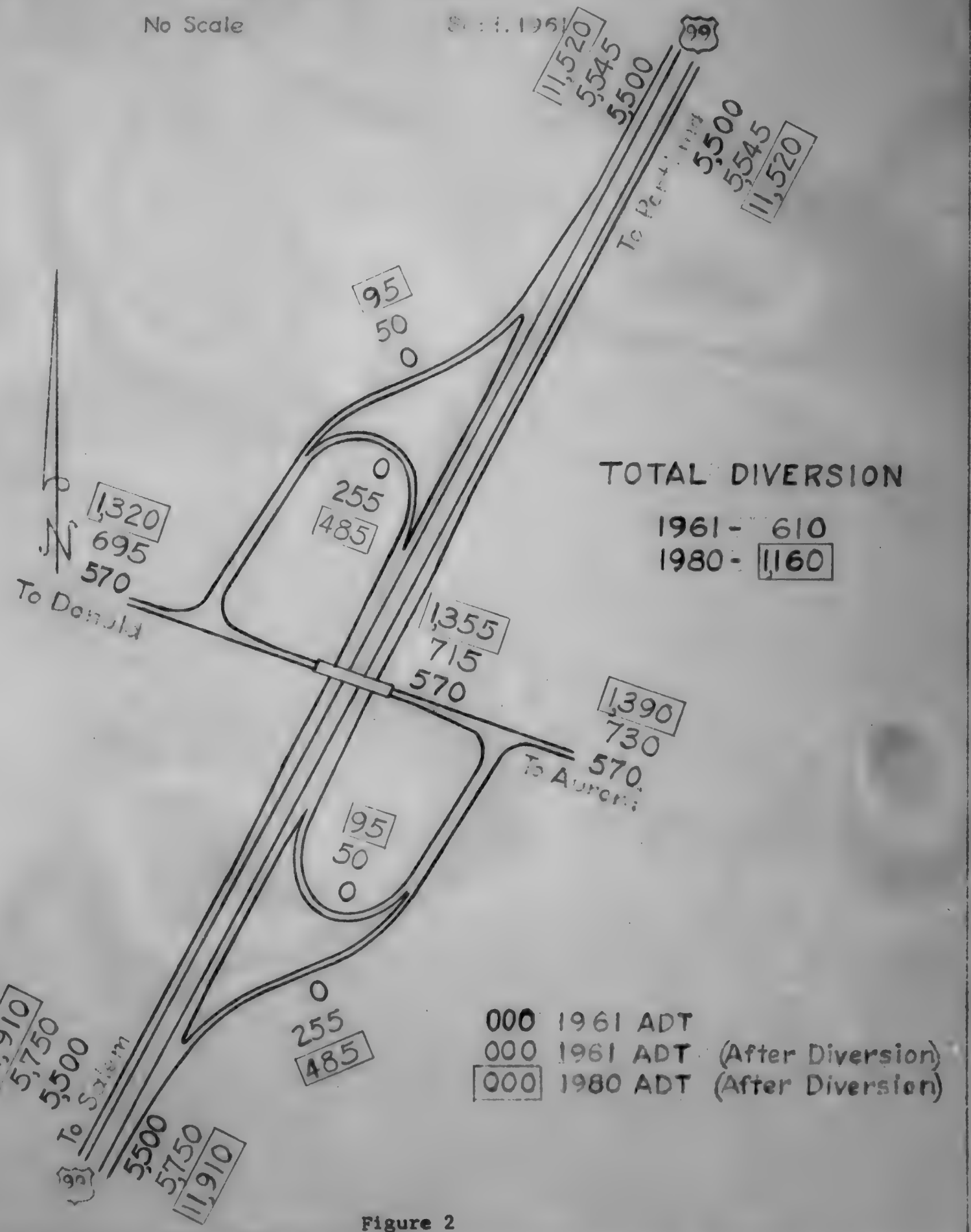


Figure 2

All stations were operated for 12 weekday hours (7 A.M. - 7 P.M., PST). Both directions of traffic were interviewed at the same time at all of the stations except Station No. 2. At this station each direction of traffic was interviewed on consecutive days.

The interview form used by the interviewers is shown in Figure 3. This form was designed so that the interviewer could ask the questions in items D and E. This information was used in determining the divertable traffic. Those motorists who gave answers, such as, "I don't like the freeway," "I normally use the freeway but this is a sight-seeing trip," etc, were not considered as being divertable.

In determining the trip origin and destination, the interviewer began by asking the motorist two questions "Where did this trip begin?", and "Where will this trip end?" Since it was desired to obtain the motorists last control stop prior to the interview (or the original origin of the trip when no intermediate stop was made) and the control stop immediately subsequent to the interview (or the ultimate destination of the trip when no stop was anticipated) it was necessary in some cases for the interviewer and motorists to review the motorists' trip with particular emphasis on the places where the motorist either had made or intended to make a stop.

Travel Times

Travel times for all routes used in determining diversions were obtained by field runs. The field runs were made by three different persons and the times averaged. 1/

Analysis of Data

Upon completion of the field work the interview data for each station was totaled and adjusted to a 1961 average daily traffic. The interview

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

ORIGIN-DESTINATION STUDY

Location US 99E

Date 7/27/61 Station 2 Direction South Hour, Begin 1:00 PM

A. Vehicle Type (Circle One)

(1.) Passenger	4. Semi-Trailer
2. Pickup, Panel	5. Full Trailer
3. Single Unit Truck	6. Bus

B. Where did this trip begin? (Local address, otherwise city and state).

Oregon City

C. Where will this trip end? (Local address, otherwise city and state).

Salem City Center

D. Have you used, or do you plan on using the freeway between (Circle Yes or No).

Portland and Wilsonville	Yes	(No)
Wilsonville and Salem	Yes	(No)

E. If answer to "D" is No and if trip could have logically used freeway, ask driver Why didn't you use the freeway?

Freeway not convenient to get on

COMMENTS

Figure 3

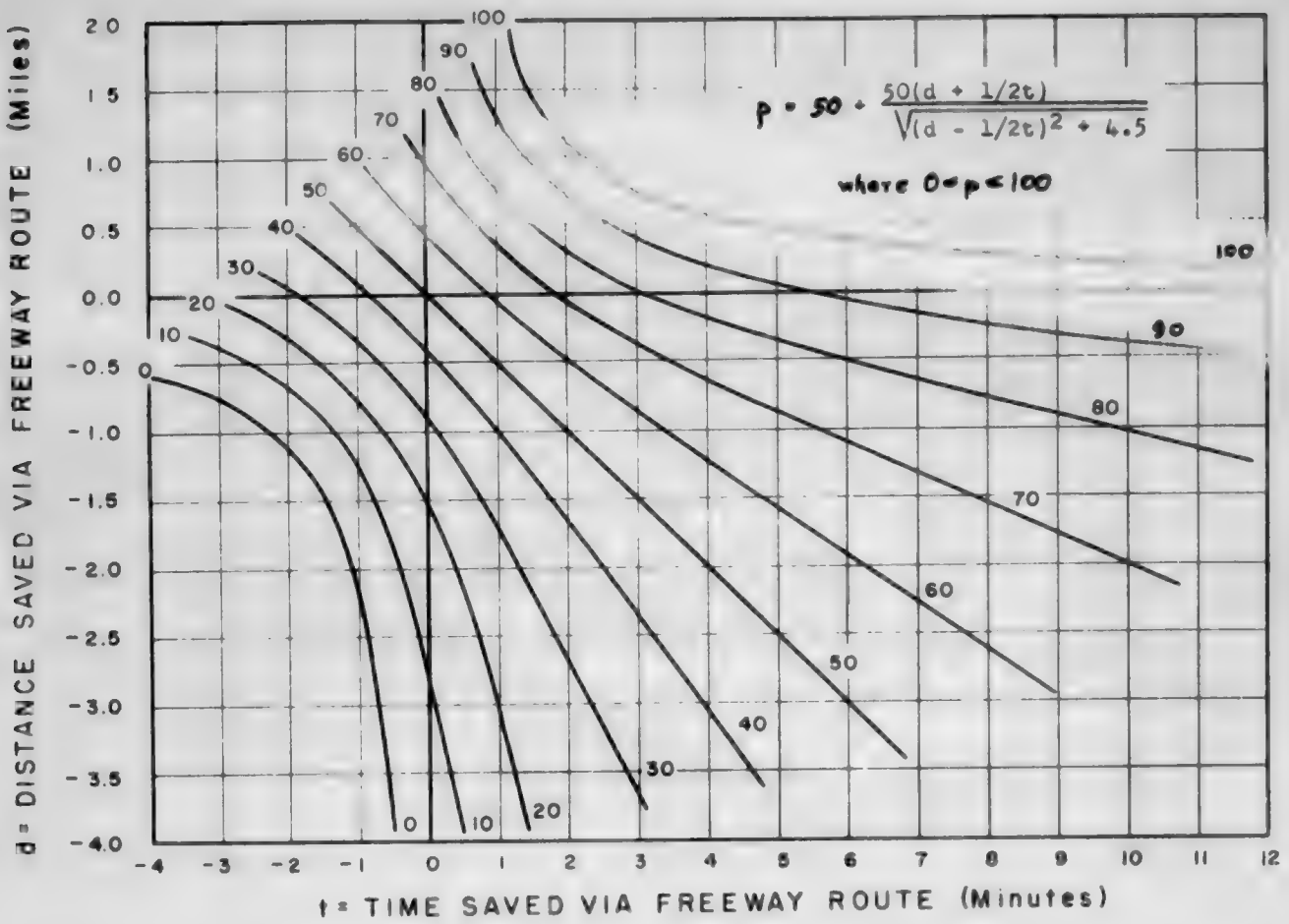
forms for each station were hand-sorted to select trips which were possibly divertable. These trips were assigned to the most logical existing routing. The trips were then diverted to the proposed interchange by using travel times and distances in conjunction with the time-distance assignment curves developed by the California Division of Highways, Figure 4. Because of the anticipated construction of the Laurelhurst Freeway in Portland, all trips which could have used that route rather than US99E were considered as non-divertable. A summary of travel times and distances for existing and proposed routes and estimated diversions are shown in Table 3. The divertable and diverted traffic for 1961 is shown on Figure 5.

The last step in the analysis consisted of expanding the 1961 diverted traffic to a 1980 average daily traffic basis. This was accomplished by applying a growth factor of 1.9 (see Table 4) which included the effect of generation and development in addition to the effects of normal growth.

1/ Detailed travel times and distances used are on file in the Traffic Engineering Division of the Oregon State Highway Department

PERCENT OF TRAFFIC DIVERSION TO FREEWAY

IN RELATION TO TIME AND DISTANCE SAVED



PROCEDURE FOR USE OF THE CHART

1. a. Determine distance between points by best available freeway route (d_f) and by basic route (d_b). The distance saved, d, is d_b minus d_f.

b. Determine travel time between points by best available freeway route (t_f) and by basic route (t_b). The time saved, t, is t_b minus t_f.

When determining d_b and t_b, do not overlook the fact that when the freeway obliterates part of the existing road net, d_b and t_b may include some freeway travel. In this case, the "non-users" will be users of the freeway for the portions of the trip where no alternate route is available.

2. Enter chart at appropriate values of d and t and read p, the percentage of trips between the given points which will use the freeway route.

3. Multiply p by the number of trips between the given points. Assign this number of trips to the appropriate portion of the freeway. Assign the balance to the basic route.

4. When $p < 50$ and $L \le 2.0$ miles, the following modification should be applied.

where $p_1 = p + (p - 50) \times (1.5 - 0.75L)$
p_1 = modified percent assignment
p = origiral percent assignment
L = Length of freeway travel on freeway route minus length of freeway travel on basic or existing route.

5. When both ends of a trip are on the freeway, as in the case of a through trip, then assign 100% to the freeway.

Figure 4

TABLE 3

Extent of Route	Type of Track	Number of Intervening Stations	Number of Crossings	Number of Crossings Controlled by Interlocking	Alternative Routes	Time Distance	Number of Crossings Controlled by Interlocking
1. Salem (Intersection of Cantrell and Fifth Sts.)	Double	0	2	2	Cantrell	17' 55"	2
			12	12	Fairfield	24' 55"	2
2. South of Brooks Interchange (Freight)	Double	0	11	1	Cantrell	16' 15"	1
			1	1	Fairfield	23' 15"	1
3. South of Gardner Interchange (Freight)	Double	0	14	14	Cantrell	20' 45"	1
			1	1	Greenacres Rd.	19' 15"	1
4. South of Gardner Interchange	Double	0	41	12	Cantrell	20' 15"	1
			12	11	Greenacres Rd.	18' 55"	1
5. Salem (Intersection of Cantrell and Fifth Sts.)	Double	0	0	0	Salem Spur Brooks Inter.	21' 15"	0
6. South of Brooks Interchange (Freight)	Double	0	1	1	Cantrell	16' 45"	1
			1	1	Cantrell - Fairfield & County Rd.	16' 35"	1
7. South of Gardner Interchange	Double	0	9	9	Cantrell	15' 45"	1
			8	8	Cantrell - Fairfield & County Rd.	15' 45"	1
8. Salem (Intersection of Cantrell & Fifth Sts.)	Double	0	2	2	Salem Spur Cantrell Greenacres Rd.	19' 45"	2
9. Salem (Independence)	Double	0	1	1	Cantrell Fairfield Greenacres Rd.	21' 15"	1

TABLE 3

[illegible] the Salem [illegible]

[illegible] Route			Via [illegible] Road Interchange		Savings via Bonita Rd. Interchange			
[illegible]	Time hrs.-min.	Distance miles	Time hrs.-min.	Distance miles	Time hrs.-min.	Distance miles	Percent 1/ favorable	1961 Diverted
	7' 05"	3.36	5' 40"	3.[illegible]	1' [illegible]	-0.[illegible]	[illegible]	6
	[illegible]' [illegible]	[illegible].[illegible]	[illegible]' [illegible]	3.[illegible]	[illegible]' [illegible]	-0.[illegible]	[illegible]	0
	16' 15"	13.76	15' 10"	11.64	1' 05"	-1.48	17	1
	13' 15"	12.[illegible]	13' [illegible]	11.64	-1' [illegible]	-0.[illegible]	[illegible]	0
	[illegible]' [illegible]	11.67	17' 10"	10.[illegible]	+1' [illegible]	-0.[illegible]	61	18
[illegible] Rd.	19' 15"	13.[illegible]	17' 30"	11.[illegible]	+1' [illegible]	-0.[illegible]	63	0
[illegible]19	16' [illegible]	1[illegible].67	17' 45"	11.[illegible]	+1' [illegible]	-0.[illegible]	57	[illegible]
[illegible] Rd.	13' 35"	12.[illegible]	17' 40"	11.[illegible]	+1' 15"	-0.[illegible]	[illegible]	8
[illegible]r [illegible]er.	21' [illegible]	14.[illegible]	22' 15"	17.41	- [illegible]	-3.[illegible]	[illegible]	3
	15' 45"	10.91	14' 50"	11.[illegible]	[illegible]' [illegible]	-0.[illegible]	66	2
[illegible]219 Rd.	16' 05"	10.[illegible]	14' 50"	11.[illegible]	[illegible]' [illegible]	-0.[illegible]	59	0
	15' 55"	10.[illegible]	14' 15"	11.[illegible]	[illegible]' [illegible]	-0.[illegible]	6[illegible]	4
[illegible]219 Rd.	15' 45"	10.[illegible]	14' 15"	11.[illegible]	[illegible]' [illegible]	-0.87	77	[illegible]
[illegible]r [illegible]e Rd.	28' 05"	[illegible].[illegible]	16' 15"	[illegible].[illegible]	+1' [illegible]	-1.[illegible]	68	[illegible]
[illegible].	31' 15"	[illegible].17	[illegible]' [illegible]	19.65	+1[illegible]' [illegible]	+2.[illegible]	100	[illegible]

TABLE 3 (Continued)

	Item or Location	Type of Item	No. of Interchange Ramps	No. of Interchanges	Potential Diversible Traffic Based on 1961 ADT	Roadway Route	Roadway Route Time Distance	Di
11	South of Woodburn Interchange (Freeway)	[illegible]	4	19	[illegible]	[illegible] 14 & Broadacres	8' 45"	
12	East of Woodburn Interchange	[illegible]	4	50	59	[illegible] 14 & Broadacres	9' 15"	
13	Woodburn ([illegible] & [illegible] Highway)	[illegible]	1	4	6	[illegible] Union Rd. & Donald [illegible]	15' 15"	
14	Woodburn (Bones Ferry Rd. & [illegible]14)	[illegible]	1	7	14	Bones Ferry & Donald [illegible]	11' 45"	
15	Gervais (Gervais Rd. & [illegible]14)	[illegible]	1	12	11	[illegible]14 & Broadacres Rd.	8' 05"	5
16	South of Woodburn Interchange (Freeway)	[illegible]	1	1	1	[illegible]14 & Broadacres Rd.	15' 00"	12
17	Donald Interchange (On Freeway)	[illegible]	1	63	[illegible]	Hwy. 51 & Donald Rd.	11' 10"	
18	South of Hopeville Interchange (Freeway)	Aurora	1	117	154	[illegible]	17' 40"	21
19	Salem (Hopeville)	Aurora	2	73	74	[illegible]	27' 40"	21
20	Salem (Intersection of [illegible]219 & [illegible]99E Bus.)	Aurora	1	10	111	[illegible]99E & [illegible]99E Bus.	29' 00"	24
21	South of Woodburn Interchange (Freeway)	Aurora	1	1	1	Hwy. 51 & Freeway ..	11' 05"	8
22	South of Woodburn Interchange (Freeway)	Aurora	1	9	12	[illegible]14 & [illegible]99E	14' 35"	9
23	South of Woodburn Interchange (Freeway)	Aurora	4	5	4	[illegible]14 Broadacres Rd. Donald Rd.	10' 55"	11
24	South of Woodburn Interchange (Freeway)	Aurora	2	11	15	[illegible]214 Bones Ferry & Donald Rds.	14' 25"	9

ABLE 3 (Continued)

	Via normal [illegible]		Via [illegible]		[illegible] via [illegible]			
[illegible]	Time [illegible]	Distance Miles	Time [illegible]	Distance Miles	Time [illegible]	Distance Miles	Percent 1/ Diversion	1961 Accept.
	9' 45"	6.[illegible]	[illegible]	6.66	[illegible]	-0.1[illegible]	[illegible]	14
	9' 15"	6.54	8' 1[illegible]	6.66	+1' 15"	-0.1[illegible]	[illegible]	16
	15' 15"	[illegible].1[illegible]	11' [illegible]	[illegible].1[illegible]	[illegible]' 1[illegible]	+[illegible].9[illegible]	[illegible]	6
[illegible]ry Rd.	1[illegible]' 4[illegible]	[illegible].1[illegible]	[illegible]' 5[illegible]	[illegible].1[illegible]	[illegible]' [illegible]	[illegible].7	[illegible]	[illegible]
[illegible] Rd.	[illegible]' 0[illegible]	5.7[illegible]	[illegible]' 3[illegible]	[illegible].[illegible]	-1' [illegible]	-[illegible].7[illegible]	[illegible]	[illegible]
[illegible]s Rd.	15' [illegible]	12.06	2' 3[illegible]	1.15	+1[illegible]' 3[illegible]	+[illegible].[illegible]	[illegible]	[illegible]
[illegible]	11' [illegible]	[illegible].3[illegible]	7' [illegible]	6.[illegible]	[illegible]' [illegible]	+[illegible].[illegible]	[illegible]	[illegible]
	27' 40"	21.[illegible]	[illegible]' 1[illegible]	[illegible].[illegible]	[illegible]' [illegible]	-[illegible].[illegible]	[illegible]	[illegible]
	27' 40"	21.13	25' 1[illegible]	22.50	+3' 30"	-1.37	[illegible]	46
	[illegible]5' [illegible]	[illegible]4.9[illegible]	[illegible]' 5[illegible]	15.75	[illegible]' [illegible]	-[illegible].7[illegible]	[illegible]	143
	11' 05"	8.66	7' 15"	3.80	+3' 50"	+4.86	[illegible]	2
	14' 5[illegible]	[illegible].5[illegible]	11' 5[illegible]	[illegible].31	[illegible]' [illegible]	+[illegible].[illegible]	[illegible]	[illegible]
[illegible]s Rd. [illegible].	12' 55"	11.[illegible]	11' 5[illegible]	[illegible].11	+[illegible]' [illegible]	+2.12	[illegible]	4
[illegible]rry Rds.	14' 45"	[illegible].1[illegible]	11' 5[illegible]	[illegible].[illegible]1	-1' [illegible]	+[illegible].[illegible]	[illegible]	[illegible]

TABLE 3 (Continued)

	From or To	To or From	Interview No.	No. of Interviews	Potential Diversible Traffic based on 1961 ADT	Existing Route	Time Min.-Sec.	Dist. Mi.
25	West of Woodbury Interchange	Aurora	4	3	4	OR214 Hard Castle US99E	14' 35"	9.
26	West Woodburn (OR 214 and Broadacres Road)	Aurora	5	7	7	Broadacres Rd. & Donald Rd.	16' 45"	10.
27	Gervais (OR 214 Gervais Rd.)	Aurora	6	3	3	OR214 Broadacres Rd. Donald Rd.	17' 17"	10.
28	Brooks Interchange	Aurora	2	5	7	Hopmere Rd. & US99E	21' 05"	17.
29	Hopmere	Aurora	3	3	5	OR219, 214 County Rds. & US99E	21' 19"	21.
30	OR219 & Fairfield Road	Aurora	1	3	3	OR219, 214 County Roads & US99E	22' 11"	17.
31	Hubbard Interchange (On Freeway)	Brooksacres	1	8	12	Dary. 51 & Donald Rd.	13' 21"	10.
32	North of Woodburn Interchange (Freeway)	Broadacres	4	1	2	OR214 Broadacres Rd.	11' 05"	9.
33	North of Woodburn Interchange (Freeway)	1 Mi. N. of OR214 on Lemon Ferry Road	2	5	7	Lemon Ferry Rd. OR214 Freeway, N.	10' 37"	6.

1/ All diversions based on California chart.

TABLE 3 (Continued)

	Existing Route		Via Arnold Road Interchange		Bearings via Donald Rd. Interchange			
	Time Min.-Sec.	Distance Miles	Time Min.-Sec.	Distance Miles	Time Min.-Sec.	Distance Miles	Percent 1/ Favorable	1961 Volume
...cle	14' 55"	9.62	12' 50"	9.31	+1' 45"	+0.31	70	4
...res Rd. ... Rd.	16' 45"	10.47	14' 40"	10.33	+1' 35"	+0.14	76	6
...res Rd. ...d.	17' 15"	10.68	14' 10"	11.12	+3' 05"	+0.56	30	6
... Rd.	21' 40"	17.03	20' 50"	17.67	+1' 30"	-0.64	84	4
..., 214 ...ds.	37' 12"	21.71	23' 55"	13.57	+13' 17"	+8.14	19	3
..., 114 ...ods	22' 11"	17.32	+7' 05"	17.08	+4' 16"	+0.24	54	4
... Rd.	15' 02"	10.14	11' 15"	4.71	+3' 47"	+1.43	101	10
...res Rd.	11' 05"	7.17	6' 58"	3.93	+4' 39"	+3.24	100	4
...urry Rd. ... D.	10' 57"	8.68	7' 35"	4.87	+3' 22"	+3.75	103	6
							Total	112

Table 4

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

TRAFFIC PROJECTION FACTOR

Highway No. 1 (US99) Economic Area 1a

Highway Section Interchange Ramps Donald Road

Traffic Classification Other Roads and Streets

FACTOR COMPOSITION

	Percent change	Factor
Area Traffic Forecast (20 yr.)	+50	1.50
Traffic Generation Factor	+10	1.10
Traffic Development Factor	+15	1.15
Diversion from or to Distant Routes	0	1.00

---

20 year traffic projection factor

1.50 x 1.10 x 1.15 x 1.00 = 1.9

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AUG 4 1961
FOR FILING

24-1122

7008

AURORA TELEPHONE COMPANY
P.O. BOX 77
AURORA, OREGON

Cross Referenced To:
Adms
Petitions
Marion Co.

July 25, 1961

Mr. W.C. Williams
State Highway Engineer
State Hiway Dept.
Salem, Oregon

Donaca Road Interch.

Dear Mr. Williams:

Attached is a copy of the answer to my letter to Senator Morse and a copy of the letter from the Administrator of the Bureau of Public Roads to the Senator in answer to his query in our behalf.

In order to follow up on this we would like to inquire as to the status of the traffic study pertinent to this interchange. It seems to be our impression that this study had gone to the Oregon office of the Bureau and was bottlenecked there.

Please keep us informed and we will do anything we can to help further this project.

Thank you.

Yours very truly,

Aurora Mutual Telephone Co., Ltd.

William Graeper

William Graeper, Pres.

cc: Honorable Wayne Morse
Senate Office Bldg.
Washington 25, D.C.

B/U Aug 27

RECEIVED
JUL 26 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

J. W. FULBRIGHT, ARK., CHAIRMAN
JOHN SPARKMAN, ALA.
HUBERT H. HUMPHREY, MINN.
MIKE MANSFIELD, MONT.
WAYNE MORSE, OREG.
RUSSELL B. LONG, LA.
ALBERT GORE, TENN.
FRANK J. LAUSCHE, OHIO
FRANK CHURCH, IDAHO
STUART SYMINGTON, MO.
THOMAS J. DODD, CONN.
ALEXANDER WILEY, WIS.
BOURKE B. HICKENLOOPER, IOWA
GEORGE D. AIKEN, VT.
HOMER E. CAPEHART, IND.
FRANK CARLSON, KANS.
JOHN J. WILLIAMS, DEL.
CARL MARCY, CHIEF OF STAFF
DARRELL ST. CLAIRE, CLERK

United States Senate

COMMITTEE ON FOREIGN RELATIONS

July 18, 1961

Mr. William Graeper, President
Aurora Mutual Telephone Co., Ltd.
P.O. Box 77
Aurora, Oregon

Dear Mr. Graeper:

Relative to your inquiry in regard to the interchange on Interstate Route 5, near Aurora, Oregon, I am enclosing a copy of Administrator Whitton's report and I regret that it does not give us a very precise idea of when this installation may proceed. It appears that a study of traffic needs undertaken by the State of Oregon is delaying construction of this interchange.

Under the circumstances, you might wish to get in touch with officials of the Oregon State Highway Department, urging prompt submission of the study promised by the Highway officials.

You may be sure that as soon as the State supplies the requested information, I shall be more than pleased to urge prompt evaluation of the material by officials of the Bureau of Public Roads.

With best regards,

Sincerely,

Wayne Morse

Wayne Morse

WM:mbc

Enclosure

AURORA TELEPHONE COMPANY
P.O. BOX 77
AURORA, OREGON

July 25, 1961

Honorable Wayne Morse
Senate Office Bldg.
Washington 25, D.C.

Dear Senator Morse:

Thank you very much for your letter of July 18th and the prompt manner in which you handled our inquiry as to the status of the proposed traffic interchange at the intersection of the Baldock Freeway and the Aurora-Donald Road.

We attach a copy of our letter to Mr. Williams, State Highway Engineer and will keep you informed as to the progress of the Traffic Study and its whereabouts.

Sincerely,

Aurora Mutual Telephone Co., Ltd.

William Graeper, Pres.

cc: Mr. W.C. Williams
State Highway Engineer
State Highway Dept.
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D.C

JUL 5 1961

IN REPLY REFER TO:
22-10

Honorable Wayne Morse
United States Senate
Washington 25, D. C.

Dear Senator Morse:

Your communication of June 30 transmitted a letter from Mr. William Groesper urging the development of an interchange on Interstate Route 5 at Donald Road in the vicinity of Aurora, Oregon.

In previous correspondence with Mr. Groesper, we advised that prompt consideration would be given to the merits of any further request from the Oregon State Highway Department based on additional information of traffic needs of the area. We are informed by our division office in Oregon that some time ago the State undertook a study of traffic needs in relation to the costs of developing an interchange at Donald Road. The State has not submitted for Public Roads consideration information developed by its most recent study.

Mr. Groesper may be assured that any further submission by the State justifying the need for an interchange at Donald Road will be carefully evaluated to insure the provision of maximum traffic service consistent with the wise expenditure of public funds.

Mr. Groesper's letter is returned as requested. If we may be of further service, please call upon us.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

Enclosures

AURORA MUTUAL TELEPHONE COMPANY, LTD.

P. O. BOX 77 AURORA, OREGON

June 26, 1961

Honorable Wayne Morse
Senate Office Building
Washington 25, D.C.

Subject: Traffic Interchange at Intersection of Interstate Route 5 - Donald Road

Dear Senator Morse:

It has been a number of years since we met personally in the Roosevelt Hotel in Portland concerning the problem of eliminating motion picture theatre admission excise tax. You were of great help in the eventual elimination of that tax.

I am now in a new industry as owner of the above named telephone company. This letter is not about removal of the excise tax on telephone bills - but if you can eventually help us to eliminate this tax we would be appreciative.

Our new problem is the matter of the subject interchange. In the matter of public relations I have represented the residents of this area in appealing to the Oregon State Highway Commission to provide this interchange. In January, 1960 the Commission approved the construction. The two attached copies of fairly recent letters explain the present situation in this regard. Just a few moments ago I telephone Mr. W.C. Williams and was told that they have made another request of the Bureau Of Public Roads for funds for this construction on the basis of (1) the distance is too great between Wilsonville and Woodburn without an additional interchange, and (2) it should be provided for the people of St. Paul and Donald and vicinity. He also said that the Washington office of the Bureau has not turned down their request but that it has been pidgeonholed in the Oregon office of the Bureau.

We would be very grateful if you can help us with this and let us know the reason for the footdragging here in the Oregon office of the Bureau of Public Roads.

If you need any other information we have a folder full. For instance, there is a family living close to this intersection that have locked their doors to troubled freeway users who want to use their phone because they can see the city of Donald in the near distance and want to phone for help from there.

Thanks.

PR 90191

Yours very truly,

Aurora Mutual Telephone Co., Ltd.

William Trosper, Pres.

June 30, 1961

Mr. William Graeper, President
Aurora Mutual Telephone Co., Ltd.
P.O. Box 77
Aurora, Oregon

Dear Mr. Graeper:

Thank you very much for your letter of June 26, in which you called to my attention the problem you have experienced in obtaining certain construction funds from the Bureau of Public Roads.

I can understand your concern and that of other interested persons over the delays that have occurred in this case. I thought you would like to know that, in an effort to be of assistance, I am checking into the matter immediately with the Bureau of Public Roads in Washington, D. C. and am requesting a full report. As soon as the report arrives, I shall get in touch with you again.

With kindest regards,

Sincerely,

Wayne Morse

WMmbc

cc: Administrator Rex M. Whitton
Bureau of Public Roads
Department of Commerce

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D.C.

MAR 15 61

IN REPLY REFER TO:
22-10

Mr. William Grosper, President
Aurora Telephone Company
P.O. Box 77
Aurora, Oregon

Dear Mr. Grosper:

We have your letter of February 27 in further reference to the requested additional interchange of Interstate Route 5 with Ronald Road in the vicinity of Aurora, Oregon.

While the expenditure of Federal-aid Interstate highway funds to provide this requested interchange has not been found to be justified on the basis of benefits to interstate highway users, you may be assured that the Bureau of Public Roads will give prompt consideration to the merits of any further requests from the Oregon State Highway Department based on additional information of traffic needs of the area.

Your interest in this matter is appreciated.

Sincerely yours,

Paul F. Royster

Paul F. Royster
Assistant to the
Federal Highway Administrator

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APR 12 1961
FOR FILING

24-1122

INDEX

Cross Referenced To:
Adm
Petitions
Division Co

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1961

SUBJECT: Donald Road Interchange

To:

MEMO TO THE FILE

I am in receipt of the revised roaduser analysis at the Donald Road Interchange.

On the basis that there is only $1,600 per year saving, it does not seem apropos to proceed with this design. All planning will cease.

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper
F. B. Crandall

NOTED
FORREST COOPER

RECEIVED
APR 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 10 1961
FOR FILING
24-11-2
Tom E

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 6, 1961

Cross Referenced To:
Adm
Petitions
Maps

SUBJECT: Donald Road Interchange
Pacific Highway No. 1

To:

Forrest Cooper
Deputy State Highway Engineer
O f f i c e

In accordance with your letter of March 8, 1961 to Mr. Tom Edwards requesting that he revive the Donald Road Interchange matter, we have recomputed the road user costs for the proposed Donald Road Interchange.

In April of 1960, the Bureau of Public Roads made a very critical review of our previous computation of the benefit quotient for the subject interchange. You have specifically requested that we go over this review with the Bureau of Public Roads and prepare a recomputation of road user costs in such a manner that it will be agreeable to representatives of the Bureau of Public Roads.

We wish to advise that Mr. R. C. Blensly did confer with Mr. Ted Dec and Mr. Gordon Brooks of the Division office of the Bureau of Public Roads and as a result thereof an agreement was reached with respect to the routing of traffic on existing highways and the routings for traffic diverted as a result of the construction of the Donald Road Interchange. To accomplish this compromise, it was necessary to go back and review all traffic assignments based on the original field interview sheets. This has resulted in the shifting of some origins and destinations, and consequently different routings than previously used in computing the benefit quotient; in addition, adjustments have been made for running speeds on the existing highway. Values used for this recomputation were based on actual field runs rather than judgment. The values for traffic routing and speeds as used in the recomputation are satisfactory to the Bureau of Public Roads representatives.

On February 7, 1961, road user costs were submitted to Mr. Tom Edwards. These values were based on the original traffic assignments, traffic routings and speeds questioned by the Bureau of Public Roads in their April, 1960 review. The road user costs computed in February, 1961 showed an annual savings resulting from the Donald Road Interchange of approximately $31,000. The adjustment of traffic routings and speeds has reduced annual road user cost savings to approximately $1,600.

F. B. Grandall
Traffic Engineer

RCB:mp
Attachment
cc: G. S. Paxson
Tom Edwards Attach.

RECEIVED
MAY 1 1961
NOTED
FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS

Donald Road Interchange
March 24, 1961

ITEM	ROUTES			
	Existing	Proposed		
I. ANNUAL VEH. OPERATION COSTS				
A. TIME ELEMENT COSTS				
a. Passenger Vehicles.....	$ 118,811	104,783		
b. Light trucks.....	$ 2,154	1,899		
c. Heavy trucks.....	$ 22,230	21,312		
d. Busses.....	$ 903	796		
e. Total.....	$ 144,098	128,790		
B. MILEAGE ELEMENT COSTS				
a. Dist. and Surf. Costs...	$ 349,448	357,205		
b. Rise and Fall Costs.....	$			
c. Alignment Costs.....	$			
d. Traffic Stop Costs.....	$			
e. Accident Costs.....	$			
f. Total.....	$ 349,448	357,205		
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$).....	$ 493,546	485,995		
II. ANNUAL HIGHWAY COSTS				
a. Capital Costs.....	$	5,959		
b. Maintenance Costs.....	$			
c. Operation Costs.....	$			
TOTAL ANNUAL HIGHWAY COSTS..	$	5,959		
III. ANNUAL ROAD USER COSTS (I + II).	$ 493,546	491,954		

AURORA TELEPHONE COMPANY
P.O. BOX 77
AURORA, OREGON

24-11-2

March 6, 1961

Mr. W.C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

REFERRED TO Cooper

Dear Mr. Williams:

Subject: Traffic Interchange Baldock Freeway at Donald Road

Thank you very much for your letter of March 3rd in prompt answer to our previous letter. It is gratifying to receive such a cooperative reply to our request and to know that you have continued your study of this problem.

If there is anything that we can do to further the progress of this project, please do not hesitate to call upon us. We are most anxious to help and will be looking forward to hearing from you should our ultimate aim approach a reality.

Yours most sincerely,

Aurora Telephone Co.
William Greeper
William Greeper

cc: Honorable C.A. Blake
Mayor
Donald, Oregon

Mr. Frank Von Groenwald
Donald, Oregon

RECEIVED
MAR 7 1961
OREGON
STATE HIGHWAY COMMISSION

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MAR 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 3 1961
FOR FILING

March 3, 1961

Mr. William Graeper, President
Aurora Telephone Company
Post Office Box 77
Aurora, Oregon

Dear Mr. Graeper:

Thank you for your letter of February 27 in which you refer to the matter of a traffic interchange at Donald Road.

The situation is the same as reported to you in our letter of August 19, 1960; however, for the past month, we have been making additional studies and assembling data for the purpose of again requesting concurrence of the Bureau of Public Roads. We believe a connection to the freeway at this point is needed. The Bureau has the final say in these matters, and nothing can be done without its concurrence and approval. It is our intention to again renew our request in the near future in the hope that we may be able to proceed.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn ms

cc Forrest Cooper (with file)
Tom Edwards

AURORA TELEPHONE COMPANY
P.O. BOX 77
AURORA, OREGON

REFERRED TO Cooper

Feb. 27, 1961

Mr. W.C. Williams
State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

Subject: Traffic Interchange - U.S. Highway No. 5 at Donald Road

It has been over a year since we appeared before the State Highway Commission and received their assurance that they agreed with us that the subject interchange was necessary. We now feel that the situation is growing more acute and should be reopened for study.

This is not an unreasonable demand such as that made by the residents near the Norwood Road overpass who have only to travel a little over a mile to reach the Freeway. This concerns all the business and residents in the bend of the river or St. Paul - Donald Area whose trucks and commuters cars travel unecessary miles to reach the Freeway.

We suggest that one of your men contact Mr. and Mrs. William Tague whose house is closest to the Donald Road overpass. They have absolutely closed their doors to distressed motorists on the Freeway who wish to use their telephone. You can't blame them or the poor guy in trouble because the city of Donald is within eyesight yet so far away. Closest phone - two miles; closest exit - six miles.

We suggest that you conduct another survey of an all encompassing nature. Not an 8 A.M. to 4 P.M. traffic count. These hours miss all the commuters who leave early and return late. We suggest a canvass of the business in the area to dertemine their probable use of the proposed interchange. Their use is seasonal and sporadic but would be heavy and actual.

These suggestions are not made idly. We volunteer a crew of men to work anytime of the day under your direction to conduct these surveys.

You know the reasons as well as we as to why this interchange is imperative. We request that you start the machinery rolling so that there is enough recent data to secure the approval of the Bureau of Public Roads for the construction of this project.

We are reasonably certain that we can still secure the gift of the east parcel of land for this and reasonable negotiation for the west parcel. All of us will be looking forward to hearing from you regarding our suggestions, in the near future.

Sincerely,

Aurora Telephone Co.
William Graeper, Pres.

cc: Mr. Paul F. Royster
Bureau of Public Roads
Washington 25, D.C.

RECEIVED
MAR 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

AURORA TELEPHONE COMPANY
P.O. BOX 77
AURORA, OREGON

Feb. 27, 1961

RE: File No. 22-10

Mr. Paul F. Reyster
Assistant Federal Highway Administrator
Bureau Of Public Roads
U.S. Department Of Commerce
Washington 25, D.C.

Dear Mr. Reyster:

Subject: Traffic Interchange - U.S. Highway No. 5 at Donald Road

In reference to your letter of Oct. 4, 1960 addressed to our Representative Walter Norblad, we wish to inform you that we are requesting the Oregon State Highway Commission to reopen their consideration of the subject interchange and to ask your cooperation. We attach a letter of our request to the Commission.

Many hundreds of businesses and families have asked us to do this because they know that we are their focal point and one center of their general local activities. They also feel that we are correspondent with the various branches of government because we enjoy a Federal Loan through REA. We hope that we can justify their confidence and that you will have an open mind to our appeal.

This is no idle gesture toward an unreasonable demand such as one of which we know. After careful consideration we feel entirely justified in requesting that our appeal be reconsidered. We trust that you will give this your careful consideration should our State Highway Commission again agree with us that such an interchange is necessary.

Yours very truly,

Aurora Telephone Co.
William Graeper, Pres.

cc: Mr. W.C. Williams
Oregon State Highway Engineer
Salem, Oregon

Honorable C.A. Blake
Mayor
Donald, Oregon

RECEIVED
MAR 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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Salem, Oregon
February 15, 1961

Donald Road Interchange

Mr. F. E. Crandall
Traffic Engineer
OFFICE

I have a letter from Mr. Edwards in which he suggests that we again go after the Bureau of Public Roads on the Donald Road Interchange matter. Attached to his letter is some arithmetic of recent date, which came from your office, and also some arithmetic dated March 1960.

As I recall this matter, the Bureau strongly questioned our traffic routes and distribution and, on this premise, it also questioned our benefits.

The purpose of this letter is to ask if these differences have been resolved and, if the current arithmetic dated February 6, 1961, is valid, for requesting a review by the Bureau.

Forrest Cooper
Deputy State Highway Engineer

FC:fn
Attach.
cc Mr. W. C. Williams
Mr. Tom Edwards

FORM E-30 50M 7-60 29385

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1961

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
B U I L D I N G

In view of the Bureau's approval of ramps at London Road south of Cottage Grove, it appears to me apropos that the request for the Donald Road Interchange should be renewed.

I have had a road-user cost analysis made, which is attached, indicating a yearly benefit of $34,258. The yearly saving vs. cost ratio is almost identical with that of London Road - namely, the cost of the investment will be saved to the user in approximately three years.

A suggested rough draft to the Bureau is attached.

Tom Edwards
Construction Engineer

TE:jw

Attach.

RECEIVED
FEB 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
February 10, 1961

E

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

We have again studied the Donald Road Interchange pattern and, in addition to our estimate and benefit quotient study previously submitted to you, we now submit a road-user cost analysis. This indicates a saving in road-user cost of $34,258 per year if this interchange were included in the system.

We believe the data conclusively proves need of this interchange and we hereby request your approval.

Very truly yours,

Attach.

cc Tom Edwards

TE:jw

FORM E-358—5061—6-59—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1961

SUBJECT: Donald Road Interchange
Highway 1

To: Tom Edwards
Construction Engineer
O f f i c e

In accordance with your verbal request to Mr. Hend, we have computed the Annual Road User Costs in connection with the proposed Donald Road Interchange on the Pacific Highway.

These annual highway costs are based on divertable traffic to the proposed Donald Road Interchange. Time and distance were the only factors considered in this computation.

Attached is the Road User Costs sheet and a map showing the location of the proposed Donald Road Interchange.

Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

GLS:mp
cc: Forrest Cooper (Attach.)
G. S. Paxson (Attach.)
Attachment

CONSTRUCTION DIVISION
RECEIVED
FEB 9 1961
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OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS

DONALD ROAD INTERCHANGE

2-6-61

ITEM	ROUTES			
	Existing	Proposed		
I. ANNUAL VEH. OPERATION COSTS				
A. TIME ELEMENT COSTS				
a. Passenger Vehicles.....	$ 89,132	65,384		
b. Light trucks.....	$ 1,890	1,386		
c. Heavy trucks.....	$ 29,450	21,394		
d. Busses.....	$ 1,243	913		
e. Total.....	$ 121,715	89,077		
B. MILEAGE ELEMENT COSTS				
a. Dist. and Surf. Costs...	$ 246,114	241,535		
b. Rise and Fall Costs.....	$			
c. Alignment Costs.....	$			
d. Traffic Stop Costs.....	$			
e. Accident Costs.....	$			
f. Total.....	$ 246,114	241,535		
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$).....	$ 367,829	330,612		
II. ANNUAL HIGHWAY COSTS				
a. Capital Costs.....	$	5,959		
b. Maintenance Costs.....	$			
c. Operation Costs.....	$			
TOTAL ANNUAL HIGHWAY COSTS..	$	5,959		
III. ANNUAL ROAD USER COSTS (I + II).	$ 367,829	336,571		

367829
336571
$ 34,258

RECEIVED
AUG 1960
FOR FILING

August 19, 1960

Mr. William Graeper, President
Aurora Telephone Company
Post Office Box W
Aurora, Oregon

Dear Mr. Graeper:

I have your letter of August 16 in which you refer to the proposed construction of an interchange at Donald Road.

I am sorry to advise you that we have been unable to secure approval or any encouragement from the Bureau of Public Roads; therefore, it will not be possible for the Highway Commission to construct the interchange.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Mr. C. G. Polk, Division Engineer
Bureau of Public Roads

Mr. Forrest Cooper

FC:fn ms

AURORA TELEPHONE COMPANY
P.O. Box W
Aurora, Oregon

August 16, 1960

REFERRED TO
Cooper
By State Highway Engineer

Mr. W.C. Williams
State Highway Engineer
State Highway Dept.
Salem, Oregon

Re: Donald Road Interchange
On Baldock Freeway

Dear Mr. Williams:

We have received your letter of June 16 in answer to our letter of June 14 re the subject interchange and did appreciate your prompt answer.

Not having heard from you recently prompts the writing of this letter. We sincerely hope that you have found justification for making an appeal to the Federal Bureau Of Roads. We are certainly in agreement with you that this interchange is justified.

If you need further justification may we suggest that you put a one day traffic interview on the Donald Road at the overpass from the hours of 6 A.M. to 8 P.M. and you might be surprised at the number of cars commuting to Portland for work in the early and late hours, not to mention the regular daytime traffic that would like closer access to Donald and vicinity from and to the Freeway.

Other reasons for this improvement are obvious and have been covered - except one. We know of no other incorporated city in the state that needs a shot in the arm such as this would give it like Donald. You and your department could do something for the residents of that city that would give you great satisfaction in the future. In view of this alone we trust that you will give the follow up on this request your immediate and personal attention.

Thank you very much for your kind consideration in the past.

Yours very truly,

Aurora Telephone Co.

William Graeper, Pres.

RECEIVED
AUG 17 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 13 1960
FOR FILING

24-11-2
7008

Salem, Oregon
July 13, 1960

Interchange
Justifications

Mr. Tom Edwards
Construction Engineer
OFFICE

You recently asked me to attempt to secure from the Bureau of Public Roads some method of procedure or warrant for determining justification for additional interchanges on the interstate system.

I am attaching a copy of a letter just received from Mr. Polk, the gist of which is contained in the first sentence of the second paragraph: "There is no specific ground rules established that outline procedures to be followed in order than an additional point of access may be secured."

In view of this statement from the Bureau, I am at a loss to tell you how to proceed. It is difficult to play a game when you cannot find out what the rules are.

Forrest Cooper
Deputy State Highway Engineer

FC:fh
Attach.
cc Mr. C. G. Polk
Mr. W. C. Williams

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.2

408 State Highway Building
Salem, Oregon

July 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Interchange Justifications

Dear Sir:

Your letter of July 6, 1960 requested that this office inform you how to proceed to secure approval of additional interchange points on that part of the Interstate system that has already been constructed.

There are no specific ground rules established that outline procedures to be followed in order that an additional point of access may be secured. Each individual case must be judged solely on its own merits. In the case of the Donald Road interchange, conditions there appear very similiar to conditions that existed when the Freeway was first constructed near Donald, at which time the State did not believe an interchange was warranted. There have been no large traffic generating developments in the area. There is an adequate system of secondary and primary roads in the area.

Our letter to you dated June 17, which you may not have received since you did not mention it in your letter, explained more fully why we did not feel that the Donald Road interchange was justified. We are attaching a copy of that letter for your reference.

Very truly yours,

C. G. Polk
Division Engineer

Encl.

NOTED
FORREST COOPER

RECEIVED
JUL 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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July 6, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On March 7, a letter was directed to you requesting approval of the construction of an interchange at Donald Road between Salem and the Willamette River on Interstate 5. Certain supporting data was attached.

In response to this letter, we received two communications from the Bureau of Public Roads. The first, dated April 11, was in the nature of a memorandum from H. Richards Helens to the files which questioned our benefit cost ratio, from which I quote:

> "With such a comparatively low benefit cost ratio, and the increased hazard to freeway traffic due to the addition of another interchange, it does not seem desirable to approve the additional access and exit point ...."

The second, a letter dated June 2 to Mr. W. C. Williams signed by Mr. E. H. Cozen, states in effect that you have received a reply from the Washington office that the area has an adequate system of primary and secondary roads and the proposed additional interchange is not justified.

In order that we may know how to proceed in matters of this kind, we would appreciate a letter from you telling us what is needed or required in order to secure approval of additional interchange points. We do not necessarily agree with your benefit cost analysis but feel that it would be futile to do anything further until the rules of the game have been established.

We would appreciate knowing what specifically would be necessary in order to secure approval of additional interchange points. Your letter gives no indication of what would be considered as justification but merely states that you do not consider the Donald Road Interchange justified.

Will you please give us some reasonable and definite guidelines covering this item.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

FORM E-30 EOM 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1960

SUBJECT: Donald Road Interchange

To: Forrest Cooper
Deputy State Highway Engineer
BUILDING

On the above subject, you queried as to what had transpired on this since the time of submitting our request for approval of interchange and the subsequent response from the Bureau turning down the request.

Mr. H. Richards McLane's comment of April 11, took issue with our traffic assignment and computational work for arriving at a benefit quotient of 6.26 and recomputed arriving at a lower BQ of 2.2. The Bureau's comment questioned our traffic assignment and also the travel time or speed which we had used for the off-freeway trips. The difference regards traffic assignment would have no great effect on the BQ computation--the big difference lying in the matter of speed to be used for travel on the non-freeway routes. On this latter, we had used a speed of 35 MPH for the non-freeway highway sections as against a speed of 46 MPH used in the Bureau's computation. The Bureau indicated that a higher speed was based on a number of passenger car runs which they have made. This difference in speed would, of course, make quite a difference in the time savings and consequently BQ's. Following up on this, we obtained some data on this speed factor through an actual License Recording Study, the result of which indicated a running speed from Donald to Woodburn Interchange via the existing highway of 43 MPH. These values are somewhat higher than those used in our computation and lower than those used by the Bureau. The resultant BQ would likewise be between our 6.26 and the Bureau's 2.2.

We did not make a lengthy recomputation utilizing our new speed values as taken from the field License Recording Study feeling that the approach the Bureau had taken as a basis for dis-approval was not giving any weight to the BQ factor. We have always considered that if a BQ for a particular project amounted to anything greater than unity that that was a pretty good talking point for the project. This is borne out in Mr. Cowan's letter of June 2, in the latter part of the penultimate paragraph thereof it states in part "...the proposed additional interchange is not justified for the benefits that would be realized from increased traffic service."

It was learned that H. Richards McLane's comments on Oregon's computations on the benefit analysis was not submitted to the Washington Bureau Office. The material was apparently not considered in arriving at a decision to deny interchange at this location. Again in the light of this it would not appear that there would be any great advantage in making formal rebuttal to Mr. McLane's memorandum comments. In discussing the matter informally with the Bureau people it was indicated that actually their denial on this was based on the proposition that existing roads adequately provide all the traffic service needed in the area and again even though an extremely high benefit quotient were obtained this would not be sufficient justification for approval.

In view of what has transpired, it would not appear that we would gain anything in attempting a rebuttal or petitioning for reconsideration.

F. B. Crandall
Traffic Engineer

FBC:bf

June 16, 1960

Mr. William Greeper, Manager
Aurora Telephone Company
Post Office Box "W"
Aurora, Oregon

Dear Mr. Greeper:

We have received your letter of June 14 re the suggested Donald Road Interchange on the Baldock Freeway and I must apologize for the delay in this matter.

The Highway Department conducted an investigation and it was our feeling that the interchange was justified and, on March 7, we so recommended to the Bureau of Public Roads, who has the final say in matters of this kind. We received a reply from the Bureau dated June 2 which advised that the Washington, D. C. office refused permission for construction of the interchange on the basis that it was not justified.

I am having our engineering staff review our data to see if there is some basis for an appeal, as it is our opinion that the interchange is justified.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn ms
cc: Mr. Forrest Cooper

PLEASE RETURN TO
FORREST COOPER

FILES

April 11, 1960

H. Richards McLane, Junior Engineer
Salem, Oregon

Donald Road Interchange
Oregon I-5-5(-)250

The State has requested approval to add a point of access and exit on the Interstate System by converting the Donald Road Overcrossing, on Route 5, into an interchange. They have given a benefit cost ratio of 6.26 as justification, which appears rather high. The State, in determining this figure, apparently used a greater length of the freeway than would actually be served by the proposed interchange. For example, trip #6 is listed as Hopemore, Brooks, Woodburn, West Woodburn, Donald. This traffic presently can use the existing freeway from the Brooks Interchange to the Woodburn interchange. Hence, the only saving derived directly from the proposed interchange would be the trip from Woodburn to Donald. This particular trip (Woodburn to Donald) is listed as trip #5 by the State. In reviewing the State's calculations for the benefit cost ratio, the savings for trip #6, and five others in the same category, were changed to that of trip #5.

Three other trips that presently do not use the freeway were assigned to the freeway if the proposed interchange were built. However, the most direct route would bring this traffic to the freeway at interchanges other than the proposed one. An example is trip #9, listed as Newburg to Salem via State St. 219. If this traffic desires to use the freeway, it appears to be more direct to enter the freeway at the existing Woodburn Interchange, even if the Donald Interchange were built. Therefore, this trip and ten other similar ones, were eliminated in reviewing the State's calculations.

A travel time and mileage study of trip #5 (Woodburn to Donald) was made by BPR personnel, as stated in our memorandum of March 15, 1960. The mileage checked very closely with that figured by the State, but the travel times differed. Since the ADT for trip #5 was much larger than for other trips, this difference in time changed the benefit cost ratio considerably.

The review of the benefit cost ratio calculations, with the above alterations, gave the following results:

State Method, State travel times for trip #5	- 3.1
State Method, BPR travel times for trip #5	- 1.5
BPR method	- 2.2

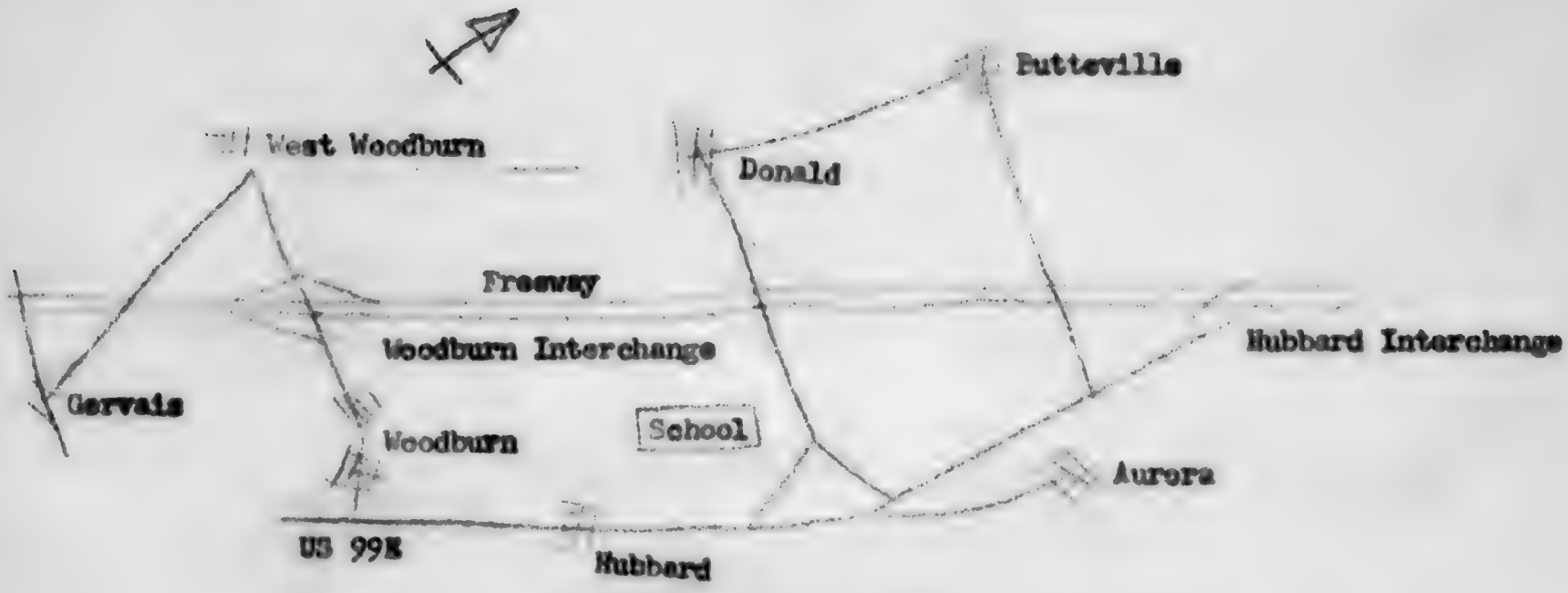
(MCRE)

The BPR method above refers to the method proposed by Mr. Barnett's March 3, 1960 circular memorandum as an acceptable procedure for those States which have not derived their own procedures. The benefit cost ratio of 2.2 determined by this method, being close to an average of the three that were calculated, seems to be a realistic figure. With such a comparatively low benefit cost ratio, and the increased hazard to freeway traffic due to the addition of another interchange, it does not seem desirable to approve the additional access and exit point in accordance with the provisions of Section 111, Title 23 USC.

Attachment

RECEIVED
APR 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

DONALD ROAD INTERCHANGE JUSTIFICATION



Review of State's Method

State figures 15 different trips to benefit from interchanges:

The benefits shown for #4, 6, 7, 11, 12 and 13 make use of a greater length of freeway than the proposed interchange would actually serve. These extra benefits are possible as the freeway now exists, so should not be counted. The benefit these trips would get from the proposed interchange is the same as that listed for trip #5.

The benefits shown for trips #8, 9 and 10 also make use of too long a length of freeway. If any of these trips were to change to the freeway, interchanges other than the proposed one would be the logical ones to use. Any benefits that might result could be got from the existing setup, hence, these trips were eliminated.

The benefits shown for trips #1, 2, 3, 5, 14 and 15 appear to be O.K.

i.e. trip #6, listed as Hopemere, Brooks, Woodburn, W. Woodburn, Donald. The distance and time saved is computed from Donald to Brooks although traffic can use the freeway from Brooks to Woodburn via the existing interchanges. Hence, the saving should be figured from Woodburn to Donald only.

i.e. trip #9, listed as Newburg to Salem via rt. 219. If the traffic desired to use the freeway, it would logically enter it at the Woodburn interchange, so would not benefit from the proposed interchange.

DONALD ROAD INTERCHANGE JUSTIFICATION

State Method

State figures annual capitalized cost of improvement = $5959

A field check was made on the State's distance and travel time figures for trip #5. The distance was very similar, but the travel times differed considerably. In the following review of the State's method, both time figures will be used.

Benefits for trip #5, State method

BPR passenger car saves .0075 hrs. per trip.
Round off to .01 hr., and use for all vehicles.

State figures for cost per vehicle hour are:

passenger cars	-	$1.05
Light trucks	-	1.50
heavy trucks & busses	-	2.60

State figures for average year traffic for trip #5 are:

passenger cars	-	99,000
light trucks	-	1,500
heavy trucks & busses	-	12,000

∴ Total benefits per year from time savings = $1400
State figure for distance savings per year = - 330

resulting annual benefits = $1070

State figures cars, light trucks and busses will save .061 hours per trip, and heavy trucks .067 hours, resulting in annual benefits (including distance savings) = $8240.

ADT, trip #5 = 308
ADT, trips #4, 6, 7, 11, 12, 13 = 124

Benefits for #4, 6, 7, 11, 12, 13 =

$^{124}/_{308}$ 1070 = 430, BPR times

$^{124}/_{308}$ 8240 = 3320, State times

Trip #	Annual benefits: BPR times	State times
1	4200	4200
2	2600	2600
3, 14, 15	400	400
5	430	3320
4,6,7,11-13	1070	8240
Totals	8700	18,760

∴ benefit/cost = $\frac{8700}{5959}$ = 1.5 = $\frac{18,760}{5959}$ = 3.1

DONALD INTERCHANGE JUSTIFICATION

BPR Method

TABULATION OF TRIP MILES, STOPS, ADT

Trip #	Description	old miles	new miles fwy.	new miles local	stops old	stops new	ADT
1	Donald-Hubbard Inter.(West)	7.56	4.98	1.10	1/2	1½	70
2	Donald-Hubbard Inter.(East)	6.21	4.98	0	1	1/2	50
3	School-Hubbard Inter.	4.98	4.98	1.23	2	1½	20
5	Donald-Woodburn Inter.	6.56	5.51	1.10	1½	2	432
14	Donald-Gervais	5.73	5.51	1.90	1	2½	16
15	Aurora-Woodburn Inter.	9.50	5.51	3.61	3	2	80
					9	10	668

road user cost values: 11¢ per veh. mile, local road
9¢ " " " freeway
2¢ " stop

ROAD USER COST WITHOUT INTERCHANGE

movement #	ADT	miles x unit cost		cost	
1	70	7.56 x 0.11	=	58	
2	50	6.21 x 0.11	=	34	
3	20	4.98 x 0.11	=	11	stops
5	432	6.56 x 0.11	=	312	668x9x0.02 = 120
14	16	5.73 x 0.11	=	10	
15	80	9.50 x 0.11	=	84	
				509+120	= 629x365 = 229,585

ROAD USER COST WITH INTERCHANGE

1	70	(1.10x0.11) + (4.98x0.09)	=	40
2	50	0 (4.98x0.09)	=	22
3	20	(1.23x0.11) + (4.98x0.09)	=	12
5	432	(1.10x0.11) + (5.51 x 0.09)	=	267
14	16	(1.90x0.11) + (5.51x0.09)	=	11
15	80	(3.61x0.11) + (5.51x0.09)	=	71
				423+134 = 557x365 = 203,305

DONALD INTERCHANGE

BPR Method

Cost without interchange	=	$229,585
" with "	=	203,305
annual savings	=	$ 26,280

annual capitalization and maintenance

$116,850 x 0.10 = $11,685

interchange benefit cost ratio = 2.2, BPR method

Summary of Benefit-Cost Ratios

State method, BPR times	-	1.5
State method, State times	-	3.1
BPR method	-	2.2

The benefit cost ratio of 2.2 produced by the BPR method appears to be an average value, and hence is suggested for use.

AURORA TELEPHONE COMPANY
P.O. Box W
Aurora, Oregon

REFERRED TO
COOPER
By State Highway Engineer

June 14, 1960

Mr. W.C. Williams
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Williams:

On January 29, 1960 we appered before the Commission and requested an interchange road between the Baldock Freeway and the Donald-Aurora Road.

We were informed at that time that very favorable consideration was being given toward construction of this interchange and that a decision would be forthcoming within the next four months.

Please let us know if this decision has been made and the present status of this project.

Yours very truly,

Aurora Telephone Co.
William Graeper, Mgr.

cc: Honorable C.A. Blake
Mayor
Donald, Ore.

Mr. Frank E. VonGroenwald
Donald, Oregon

NOTED
FORREST COOPER

RECEIVED
JUN 15 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

When replying, refer to
08-35.3

408 State Highway Building
Salem, Oregon

NOTED
W. C. WILLIAMS

June 17, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon I-5-5(-)250
Donald Road Interchange

Dear Sir:

Our June 2, 1960 letter advised that our Washington office indicated that conversion of the existing grade separation of Interstate Route 5 with Donald Road into an interchange was not considered to be justified.

In the review, our Washington office returned the following comment:

> "We note that a high cost benefit ratio may be developed for the provision of this interchange and that the State feels that the provision for this additional interchange is justified on that basis."

To amplify our previous letter, it should be noted that a high benefit quotient of itself is not considered acceptable evidence for justification of an interchange. An adequate system of primary and secondary roads serve the area. There was no indication that these roads would be loaded anywhere near to capacity. In effect, since the Interstate System is not expected to provide for all traffic in a particular corridor except where there is no other feasible alternate, provision of the additional traffic service as proposed by the Donald Road interchange was not considered to be warranted.

It is also noted that your traffic studies indicated that other grade separations in the area surveyed probably would serve more traffic if converted to interchanges for which even higher benefit ratios possibly could be realized. Apparently you reached a decision that such interchanges would not be justified.

Very truly yours,

C. G. Polk
Division Engineer

Eric Edwards

IDAHO
MONTANA
OREGON
WASHINGTON

RECEIVED
JUN - 1 1960
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.2-DA

408 State Highway Building
Salem, Oregon

June 2, 1960

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon I-5-5( )250
Donald Road Interchange

Dear Sir:

Your letter of March 7, 1960 submitted a proposal for converting the Donald Road Overcrossing into a partial-cloverleaf interchange. Traffic studies and cost studies were submitted to justify this proposal.

This section of Interstate Route 5 has been completed to substantial Interstate standards, therefore, your request was forwarded to our Regional office for further action.

We have now received a reply from our Washington office in which they state that since the area that would be served by this additional interchange has an adequate system of primary and secondary roads connecting to the existing interchanges at Hubbard and Woodburn, the proposed additional interchange is not justified from the benefits that would be realized from increased traffic service.

If it is found justifiable from a maintenance and policing aspect, a median crossover may be approved.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
JUN - 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

By:
E. H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
APR 18 1960
FOR FILING

74-11-2
7L(X

Salem, Oregon
April 15, 1960

Donald Road Interchange

Mr. Tom Edwards
Construction Engineer
O F F I C E

We have received a letter (I guess it is a letter) from the Bureau of Public Roads in which it questions our arithmetic in determining a benefit quotient at the Donald Road Interchange.

Our cost ratio was 6.26, which the Bureau's arithmetic brings out at 2.2.

I am transmitting the only copy of the data available to Mr. Crandall for review and comment. If you wish to see the data, contact Mr. Crandall.

Forrest Cooper
Deputy State Highway Engineer

FC:fh

cc Mr. W. C. Williams
Mr. F. B. Crandall

RECEIVED
MAR 9 1960
FOR FILING
24-11 2a
7-1-08

March 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

For some time we have had under study traffic inconveniences caused by the construction of Interstate 5 in the area between the Willamette River and Hayesville, specifically, the section B-5 to C-1 as shown on Sheet 6, Interstate Route No. 1 of the 108(d) Study. We have made traffic studies and cost studies, which are attached. These studies indicate the desirability of converting the Donald Road Overcrossing into a partial-cloverleaf interchange.

We request your approval of this action.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosures

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

te:jw ae

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1960

ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE CONSTRUCTION OF THE DONALD ROAD INTERCHANGE ON THE BALDOCK FREEWAY

It is estimated that this proposed interchange would be used by 140 vehicles per day to and from the north, and 720 vehicles per day to and from the south. These estimates are based on projected 1975 traffic.

This proposed improvement calls for the expenditure of $116,850 for right-of-way and construction of the interchange. The estimated annual cost for construction of this improvement is $5,959.

The construction of this proposed interchange would result in a mileage-element savings benefit of $4,580 and a time-element savings benefit of $32,725, for a total user benefit of $37,305.

The ratio of user benefits to the total annual cost indicates that for every dollar spent on this project, the road user will receive $6.26 in benefits.

Estimated Cost of Construction	$116,850	
Estimated Annual Cost of Construction	5,959	
Estimated Annual Value of Benefits to Users	37,305	
Dollars of Annual Benefits for Each Dollar of Annual Cost		$6.26

March 2, 1960

DONALD ROAD INTERCHANGE
WILLAMETTE RIVER-HAYESVILLE SECTION - BALDOCK FREEWAY

CONSTRUCTION ESTIMATE

Item	Unit	Net	Allow.	Total	Price	Cost
Grade and Pave Items						
Clearing and Grubbing	All					1,000.00
Drainage Excavation	Cu. Yd.	375	35	410	3.00	1,230.00
General Excavation	Cu. Yd.	10,317	1,033	11,350	0.50	5,675.00
Removal of Peat Soil	Cu. Yd.	320	30	350	0.75	263.00
18" C.M.P.	Lin. Ft.	425	45	470	5.00	2,350.00
48" C.M.P. (Ext. Str.)	Lin. Ft.	30	5	35	27.50	963.00
Finish R.B. & Slopes	Mile	0.75	-	0.75	1,000.00	750.00
Coarse Mat'l in Base	Cu. Yd.	4,430	450	4,880	3.40	16,592.00
3/4"-0 Mat'l in Level & Shldr.	Cu. Yd.	500	50	550	3.50	1,870.00
Sprinkling	M-Gal.	185	20	205	3.00	615.00
Aggregate in Binder	Cu. Yd.	121	12	133	5.00	665.00
RC-3 in Binder	Ton	20	2	22	44.00	968.00
Asphaltic Concrete	Ton	3,000	300	3,300	7.50	24,750.00
Tack Coat	Ton	3	-	3	75.00	225.00
Metal Sight Posts	Each	30	5	35	3.00	105.000
Salvage & Reinstall Fence	Rod	150	15	165	2.50	413.00
						$ 58,434.00
Landscape Items						
Seeding	Acres			14	50.00	700.00
Trees	Each			75	6.00	450.00
Shrubs	Each			400	3.00	1,200.00
Sawdust	Units			20	15.00	300.00
						$ 2,650.00

Item	Unit	Net	Allow.	Total	Price	Cost
Signing Items						
Large Guide & Exit Signs (4)						3,680.00
Destination-Mileage Signs (2)						1,220.00
Guide Sign Supports						2,880.00
Control & Fingerboard Signs						1,840.00
Control & Fingerboard Supports						650.00
						$ 10,270.00
Delineation Items						
W-1 (Removal)	Each			22	1.00	22.00
Y-2 (Install)	Each			75	7.00	525.00
Y-3 (Install)	Each			2	8.00	16.00
						$ 563.00
Subtotal						71,917.00
12.1/2% Engineering & Contingencies						8,983.00
Total Construction						$ 80,900.00
Total Right-of-Way						38,400.00
GRAND TOTAL						$ 119,300.00

CROISAN RIDGE
Croisan Gulch
WILLAMETTE
Mill
RIVER
Liberty
Salem Heights
Clark
Pringle
Creek
McNARY FIELD
SOUTH SALEM
Four Corners
Mission
Pop 44,947
Marion Co 41,636
Polk Co 1,321
SALEM
Bush
FAI-5
Wain
PACIFIC
PLEASANT POINT SCHOOL
ORE STATE PRISON ANNEX
OREGON STATE TUBERCULOSIS HOSPITAL
WETZEL SCHOOL
SALEM RESERVOIR
OREGON STATE HOSPITAL COTTAGE FARM
RICKEY SCHOOL
BETHEL SCH.
FRUITLAND SCH.
MIDDLE GROVE SCH.
Pudding
River
Macleay
Geer
SOUTHERN
Creek
0.1
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219
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B4

B5
Keizer
OREGON
QUINABY
Hopmere
Woodburn
ELECTRIC
SOUTHERN
BROOKS
Chemawa
LAKE
LABISH
Hazel Green
Hazel Green Park
Middle Grove Sch.
Little Pudding River
North Howell
North Howell School
Central Howell School
Parkersville School
Pioneer School
Eldridge School
Bethel Gospel Park
Labish Center School
Queena Crest School
Ditch
Res.
Reservoir
PRATUM
PUDDING
Silver
RIVER
FAS
FAP
RC
5
99
213
214
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Creek
Champoeg
Creek
Champoeg
East
Champoeg
FAS
219
214
JOHNSTON SCHOOL
Case
Broadacres
36
31
6.9
RIC
ST. LOUIS RAILWAY
6.3
GC
13.3
GERVAIS
POP. 467 (Est.)
West Woodburn
FAS
ERN
13.4
WOODBURN
POP. 2700 (Est.)
MALL SCHOOL
6
9.0
PACIFIC
BLUE STAR ROADSIDE REST AREA
99E
BELLE PASSI SCHOOL
FAP
214
CO.
1.2
2.3
PARKERSVILLE SCHOOL
36
6
RESERVOIR
MAC LAREN SCHOOL FOR BOYS
RESERVOIR
POP. 92 (Est.)
214
RIVER
PUDDING
211
MC KEE SCHOOL
UNION SCH.
MORRIS BRIDGE
KILLIN BR.
KILLIN BRIDGE
PUDDING
PUDDING
MC KEE
CO.
Zollner
RES.
69
STATE
214
211
S

OREGON

INTERSTATE ROUTE NO 1

Sheet 6 of 7

Date _____

OREGON

INTERSTATE ROUTE NO 1

Sheet 6 of 7

Date _____

FORM E-30 50M 7-62 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1960

SUBJECT: Donald Road Interchange

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

I attach hereto in quadruplicate data concerning the Donald Road Interchange. The estimated construction cost is $108,700. Benefit Quotient is 6.73. Bureau personnel have asked why the Donald Road was selected, rather than the Broad Acres Road for this interchange. This point is explained in the following statement:

The Donald Road was selected for the proposed interchange rather than the Broad Acres Road because an alternate route is available to the traffic originating in the Broad Acres area. This involves the use of the county road parallel to the Oregon Electric Railway. No reasonable alternate exists for the traffic originating in the Donald Road area.

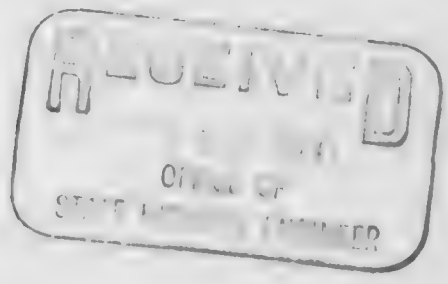
Another consideration is the spacing of the interchanges along the interstate route. The proposed Donald Road interchange lies about midway between the Woodburn interchange and the Hubbard interchange.

I believe these are all the data that are required to make a presentation to the Bureau of Public Roads.

Tom Edwards
Construction Engineer

JRO:jw

Attach.



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FEB 1960
FOR FILING
74-1122
7108

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 10, 1960

SUBJECT: Engineering and Economic Considerations,
Donald Road Interchange
R. H. Baldock Freeway

To:

Tom Edwards
Construction Engineer
O f f i c e

In compliance with Commission request, we have prepared an economic study of the proposed interchange of Donald Road on the R. H. Baldock Freeway. Attached are five copies of this study.

This economic study indicates that motor vehicle users will derive an annual benefit of $37,305. This contrasted to an annual cost of $5,544 provides a benefit of $6.73 for each dollar of annual cost.

We wish to point out that in making the economic analysis, slightly increased traffic volumes were used as compared to those previously quoted. This allows for an increment of traffic which was overlooked in previous assignments.

FOR F. B. Crandall
Traffic Engineer

RCB:mp
Attachments
cc: G. S. Paxson

NOTED

RECEIVED
FEB 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1960
FOR FILING

24-1123

1008

STATE HIGHWAY COMMISSION MEETING

Delegation Wm. Graeper, Mgr. Aurora Telephne Co., re interchange at intersection of Donald Road & Baldock Freeway, north of Salem

Date January 29, 1960

Time 10:00 a.m.

Name	City or Town	Capacity
Wm. Graeper	Aurora	Mgr. Aurora Telephone Co.
Frank E. Von Groenewald	Donald	Donald Recreation Center
C. A. Blake	"	Mayor
Mr. & Mrs. Raymond Gillis	"	Farmers

TO THE OREGON STATE HIGHWAY COMMISSION:

We, the undersigned, do hereby respectfully petition and request that construction be started as soon as possible on access and egress roads to the Baldock Freeway at the point where the Aurora-Donald Road (Market Road No. 10) overpasses the Baldock Freeway near Donald, Oregon. These roads can be constructed similar to the traffic interchange on the Freeway near Woodburn.

DATE	NAME	ADDRESS
3-11-59	William Seager W.	P.O. Box W - Aurora
3-14-59	L Peterson	P.O Box 115 - Donald
3/14/59	H.E. Lieuy	Aurora, Oregon RT. 1 Box 35
3/14/59	M/Zuck	aurora, Oregon RT 1 - Box 223
3/14/59	Viola B Blake	~~Donald~~ RT 1 Box 24 Hubbard Ore
3/14/59	Otye C Jackson	Rt 1 Box 137, Aurora Ore
3/14/59	Hazel Yerger	Rt. 2 Box 130, Aurora, Ore
3/14/59	Helen Yerger	Rt 1 Aurora Ore
3/14/59	Della Colbert	R#2 Aurora, Ore
3/14/59	Willis Bush	RT 1 Aurora, Ore.
3/14/59	Betty Yerger	Rt. 2 Aurora, Oregon
3/14/59	Shirley J. Blake	Rt I Box 24 Hubbard
3/14/59	Ruth Jennings	RT 1 Box 231 Hubbard
3/14/59	Violet R Fellers	Rt 1 Box 41 Aurora, Ore.
3/14/59	Evelyn DeRette	Rt 2 Box 135 Aurora, Ore
3/14/59	Irene Mills	Rt. 1 Aurora Ore.
3/14/59	Vivian G Peterson	Rt. 2, Box 170, Aurora
3/14/59	Melvin DeRett	Rt 1 Box 367 Woodburn
3-14-59	Frank C Lewis	Rt 2 Box 128 Aurora
3-14-59	Edward M. Norman	Rt 2 Box 154 Aurora
3-14-59	John Fosler	Rt 2 Box 136 Aurora
3 14 59	Mr. & Mrs. Glen	Aurora Rt #2
3 14 59	Earl Winnings	Hubbard
3 14 59	Vern West	Aurora Rt 2
3-14-59	C. Hellandsaas	Box 96 - Shelburn Oregon

FORM E-20 50M 8-57—6863

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1960

SUBJECT: 10:00 a.m. delegation
January 29, 1960

To: MEMO TO FILE:

In connection with the appearance of William Graeper, Manager of the Aurora Telephone Company, before the Highway Commission at 10:00 a.m. on January 29, Mr. Head of the Traffic Division notified me this date that he quoted the price of 14 cents a mile operating costs for vehicles on nonfreeway-type roads and 12 cents on freeways.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

10:00 am

FORM E-30 6CM 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1960

SUBJECT: Donald Road Interchange

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Mr. William Graeper, Manager Aurora Telephone Company, is to appear before the Highway Commission at 10:00 a.m. on January 29, regarding the above named interchange on the Baldock Freeway.

Attached for your information are seven prints of our proposed interchange showing an estimated cost of $82,300. There was not sufficient time for us to get a regular right-of-way estimate, so Mr. Edwards has come up with an estimated cost of $12,000. Due to the proximity of some barns in the southeasterly quadrant, this right-of-way cost may be a little low.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:law

Attachments

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JAN 26 1960
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

TRAVEL COSTS
January, 1959

STATE-WIDE URBAN

Item	Passenger Vehicles		Trucks		All Vehicles	
	Freeway	Existing (Non-Freeway)	Freeway	Existing (Non-Freeway)	Freeway	Existing (Non-Freeway)
Length (miles)	1.0	1.0	1.0	1.0	1.0	1.0
Number of Vehicles	1	1	1	1	1	1
Time Cost	$ 0.0301 1/	$ 0.0860 1/	$ 0.0806 2/	$ 0.0992 2/	$ 0.0339	$ 0.0859
3/ Distance Cost	0.0723	0.0723	0.2379	0.2379	0.0990	0.0990
3/ Rise & Fall Cost	0.0002	0.0006	0.0008	0.0063	0.0004	0.0014
3/ Alignment Cost	0.0001	0.0012	0.0015	0.0129	0.0004	0.0030
4/ Traffic Stop Cost	0.0000	0.0121	0.0000	0.1345	0.0000	0.0317
5/ Accident Cost	-----	-----	-----	-----	0.0003	0.0076
Cost/Mile	$ 0.1029	$ 0.1464	$ 0.2896	$ 0.4908	$ 0.1330	$ 0.2286

1/ The cost of the drivers and passengers time.
2/ The cost of the drivers time.
3/ The cost of fuel, lubricants, tires and tubes, vehicular maintenance and depreciation on level and tangent type IV pavements.
4/ The additional fuel cost for operation on grades over that for operation on the level.
5/ The additional fuel, tire and maintenance cost for operation on curves over that for operation on the tangent.
6/ The cost of fuel, tires and brake maintenance. Does not include cost of lost time (The above value based on 1.5 stops per mile.)
7/ The cost of accidents. Not possible to segregate the passenger vehicle and truck accident costs.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

TRAVEL COSTS
January, 1959

STATE-WIDE RURAL

Item	Passenger Vehicles		Trucks		All Vehicles	
	Freeway	Existing (Non-Freeway)	Freeway	Existing (Non-Freeway)	Freeway	Existing (Non-Freeway)
Length (miles)	1.0	1.0	1.0	1.0	1.0	1.0
Number of Vehicles	1	1	1	1	1	1
Time Cost	$ 0.0281 1/	$ 0.0460 1/	$ 0.0696 2/	$ 0.0852 2/	$ 0.0329	$ 0.0434
3/ Distance Cost	0.0725	0.0725	0.2379	0.2379	0.0990	0.0990
4/ Rise & Fall Cost	0.0002	0.0006	0.0008	0.0053	0.0006	0.0016
5/ Alignment Cost	0.0001	0.0012	0.0015	0.0179	0.0004	0.0030
6/ Traffic Stop Cost	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
7/ Accident Cost	------	------	------	-------	0.0008	0.0016
Cost/mile	$ 0.1029	$ 0.1143	$ 0.2098	$ 0.3323	$ 0.1330	$ 0.1484

1/ The cost of the drivers and passengers time.
2/ The cost of the drivers time.
3/ The cost of fuel, lubricants, tires and tubes, vehicular maintenance and depreciation on level and tangent type IV pavements.
4/ The additional fuel costs for operation on grades over that for operation on the level.
5/ The additional fuel, tire and maintenance cost for operation on curves over that for operation on the tangent.
6/ The cost of fuel, tires and brake maintenance. Does not include cost of lost time. (The above value is zero because no traffic stops were assumed on rural sections.
7/ The cost of accidents. Not possible to segregate the passenger vehicle and truck accident costs.

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RETURNED TO
FORREST COOPER

Cooper
please have
report prepared
to Commission

December 17, 1959

Mr. William Graeper, Manager
Aurora Telephone Company
P. O. Box W
Aurora, Oregon

Dear Mr. Graeper:

The Highway Commission at its meeting on December 16 confirmed the date for the next meeting on January 28 and 29, 1960. Delegations will be heard on Friday, January 29, in Room 418 State Highway Building, Salem. Fifteen minutes of time has been granted to your group, beginning at 10:00 a.m.

It is our understanding that you wish to present to the Commission a request for an interchange at the intersection of Donald Road and the Baldock Freeway north of Salem.

Very truly yours,

Floyd Query

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Commissioners
W. C. Williams

Edw - give me layout and cost
Crandall - traffic analysis.

RECEIVED
1-[illegible]
OFFICE OF
STATE [illegible] ENGINEER

RETURNED
FORREST COOPER

cc'd

AURORA TELEPHONE COMPANY
P.O. Box W
Aurora, Oregon

December 9, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Dear Mr. Query:

Please let us know the date of the next regular meeting of the State Highway Commission and the time during the meeting when delegations will be heard.

We are acting as temporary spokesman for over 500 families within a 50 square mile area who are most anxious that your commission reconsider the feasibility of providing an interchange at the intersection of the Donald Road and the Baldock Freeway.

Thank you for your consideration.

Yours very truly,

Aurora Telephone Company
William Graeper
William Graeper, Mgr.

P.S. Also let us know the place of the meeting and schedule a time of appearance for our delegation, if possible.

cc: Honorable C.D. Blake, Mayor
City of Donald
Donald, Oregon

Mr. F.E. Vongroenwald
Donald Recreation Center
Donald, Oregon

Mrs. E.W. DeKoning
Rt. 1
Aurora, Oregon

10:00 A.M.

RECEIVED
DEC 10 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 13 1959
FOR FILING

Cross Referenced To:
Adm
Petitions
Maries

March 12, 1959

Honorable C. D. Blake, Mayor
City of Donald
Donald, Oregon

Dear Mayor Blake:

In the fall of 1958, you directed a letter to the State Highway Commission requesting construction of an interchange at the intersection of the Donald Road and the Baldock Freeway.

This matter has been under investigation for some time and I wish to advise that construction of an interchange at this location cannot be undertaken at this time, as there does not appear to be sufficient warrant. Construction of a facility such as you request requires approval of the Secretary of Commerce and at the present time it does not appear that approval and funds would be forthcoming, As more traffic develops, the status may change.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn:ae

cc to: Mr. Forrest Cooper
Mr. Floyd Query

Salem, Oregon
February 13, 1959

Interchange Design
Donald Road
S. H. Baldock Freeway

Mr. Tom Edwards
Construction Engineer
O F F I C E

As it does not appear that a suitable interchange can be economically worked out, which will accommodate a rest area at Donald Road, I suggest that this entire matter be held in abeyance until some future time when additional interchanges are planned on the Portland-Salem Expressway.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

Void. agenda file

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DEC 18 1958
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24-11-2
7008

Salem, Oregon
December 17, 1958

Mr. Tom Edwards
Construction Engineer
O F F I C E

Interchange design
intersection of
Donald Road to the
R. H. Baldock Freeway

Will you please lay out a design of an interchange (I assume diamond type) for the intersection of Donald Road to the Baldock Freeway.

When you have completed the design and a cost estimate, please submit it to me.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

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NOV 25 1958
FOR FILING

NOTE:)
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 24, 1958

SUBJECT: Donald-Aurora Road Interchange
R. H. Baldock Freeway

To:

Forrest Cooper
Deputy State Highway Engineer
O f f i c e

In compliance with your request, we have reviewed our traffic assignments and other data with respect to provision of access to the R. H. Baldock Freeway from the Donald-Aurora county road.

As a result of our Origin-Destination Study conducted during August of 1957, realistic traffic assignments have been made which indicate that in 1957 a total of 340 vehicles per day would use access at this location. Two hundred and seventy of these vehicles would be moving to and from the south and 70 vehicles would be moving to and from the north.

Analysis was also made for an interchange at Broadacres Road, which indicated 510 vehicles per day would use access at this location, with 420 of the vehicles moving to and from the south and 90 vehicles moving to and from the north. With respect to the Donald Road Interchange, 140 of the vehicles moving to and from the south would travel on the freeway from Donald Road to the Woodburn Interchange, whereas at the Broadacres Interchange 180 would be traveling between Broadacres Interchange and Woodburn Interchange.

An evaluation has been made of the benefits to the motor vehicle user through the provision of one of these two proposed interchanges. If the Donald Interchange were constructed, road users diverted from the Broadacres Interchange would save 57,600 vehicle miles per year. On the other hand, if the Broadacres Interchange were constructed, road users diverted from the Donald Interchange would save only 800 vehicle miles per year. The vehicle miles savings for either interchange is very small, which is reasonable inasmuch as all traffic movements in this area have good access to local parallel routes, and would be required to travel very little, if any, additional out of direction distance to utilize the freeway at the Aurora or Woodburn Interchanges. The only exception to this statement would be traffic from Donald to the north which would be required to travel approximately one and one-quarter additional miles to the Aurora Interchange via existing county roads and state highways. For this reason, very small savings in annual vehicle miles would result from the construction of an interchange at either Donald Road or Broadacres Road.

Because the traffic assignments at the two proposed locations for interchanges are relatively close, it would appear that the best criterion for the selection

of a location for an interchange, if one is to be constructed, is the distance between the proposed location and existing interchanges. With this distance factor taken into consideration, Donald Road becomes a much more desirable location for an interchange, because it is approximately centrally located between the Aurora and the Woodburn Interchanges, whereas the Broadacres location is less than three miles north of the Woodburn location and more than seven and one-half miles south of the Aurora Interchange.

F. B. Crandall
Traffic Engineer

RCB:mp

RECEIVED
OCT 28 1958
OFFICE OF
STATE HIGHWAY ENGINEER

September 16, 1958

Hon. C. D. Blake, Mayor
City of Donald
Donald, Oregon

Dear Mayor Blake:

Hon. W. J. Hunt, State Representative, called at my office today and handed me a petition bearing the names of numerous residents of Donald and vicinity in which the State Highway Commission is requested to construct an access interchange to the R. H. Baldock Freeway from the Donald-Aurora county road. He asked me to bring the petition to the attention of the members of the State Highway Commission and the State Highway Engineer which I shall be pleased to do.

You will be informed when the Highway Commission has taken action in the matter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBO:jmc
cc: Hon. W. J. Hunt
State Representative
P. O. Box 37
Woodburn, Oregon

Commissioners
W. C. Williams

ACKNOWLEDGED
H. B. GLAISYER

24-1122

PETITION

To: Oregon State Highway Commission
Salem, Oregon

We, the undersigned residents of the City of Donald and vicinity, request that you institute proceedings to construct an access interchange at the intersection of the Donald-Aurora road with the Baldock Freeway.

Name	Address
Dwight E. Whitsett	RTE 1, Box 121, Aurora.
L. M. Zielenski	Donald Ore
Dorothy Aldridge	Box 3 Donald, Ore.
Theresa Roberts	Box 53 Donald
Mildred Wilson	Box 2 Donald, Ore
Gertrude Harlan	Donald. Ore
Mrs. Hazel Miller	Hubbard, Ore Rt 1
B. G. Brickley	R #1 Aurora Ore
C. O. Weidemann	Gervais Oreg.
Carl A. Foeman	Rt #1, Aurora, Ore.
[illegible]	[illegible]
Olof Iverson	Donald
L. Schmidtbauer	Donold;
Mary O Smith	Aurora
Delbert Haener	Aurora
Faire Burnham	Aurora Rt 1.
Fred R. Wilmes	aurora Rt 1
Norbert J. Secher	~~Donald~~ Hubbard Rt #1
Delmar W Aleshire	Salem, Ore.
Verne N. Tiffin	Donald Ore
Mrs Rose Klemsic	Rd #4 Donald

F-171 (11) Burlington-Portland Sec., 1967
Col. R. Hwy. (Grad., Pav.,
#7009 Struct. & Signs) Folder #2

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F-171(11)

7007

February 23, 1972

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power & Light Company
216 West Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

Attached is a suggested reply to Mr. C. W. Johnson's December 31 letter regarding widening of the curve on the northerly side of the connection of N.W. Riverview Drive and the Lower Columbia River Highway.

If any further information is needed, please let us know.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

kw
Attachment

cc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Gary L. Ross
L. W. Rulien

SUGGESTED REPLY FOR MR. JACKSON'S CONSIDERATION
February 23, 1972

Mr. C. W. Johnson
Rt. 1, Box 74
Portland, Oregon 97231

Dear Mr. Johnson:

Thank you for your letter of December 31.

Instructions have been given to widen the curve on the northerly side of the connection of N.W. Riverview Drive and the Lower Columbia River Highway.

We hope that this will help solve the problems at the intersection.

GLR:kw

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1972

To:

SUBJECT: C. W. Johnson complaint
Riverview Drive
Lower Columbia River Highway

E. S. Hunter
Asst. State Highway Engineer

B u i l d i n g

The guardrail at the subject location has been relocated, the curb has been removed, and the grading and base rock work has been completed.

The repouring of the curb and final paving will be completed by February 25, 1972.

Robert N. Bothman
Maintenance Engineer

OBJ:mp

2-11-72
To Baldwin
for his info.
ESH

Mr. Jackson: The letter you wrote was mailed from Medford. The following is what you said - dated December 17:

Dear Mr. Johnson:

I have your recent letter concerning the connection on N.W. Riverview Drive and the Lower Columbia River Highway.

This has been a headache for a long time, but no one seems to be able to come up with a solution to which you can get two people to agree.

I have asked our people to take another look at the problem to see if some adjustment along the lines you have suggested can be justified.

Thank you for your letter.

Sincerely yours,

Geo Baldwin

Portland Oregon Dec.13I, 1971

Mr. Glenn Jackson Chairman Hwy Comm.
Medford Oregon 97501

Dear Sir.
Thanks for your letter dated Dec. I7, 7I. I said in my letter to you, that I would not make any more efforts, by writing letters. But after recieving the first sensible letter from any one in The Oregon State Highway Department, from you. I felt you deserved an answer. I am enclosing a picture, that will show what must be done.

During the last snow, seven cars were stalled all night. With no room left for a snow plow, or sanding truck. That should be evidence enough. The man that designed the grade and exit to hwy, US. 30, on NW Riverview Drive, was either vindictive, insane, or lacked complete knowledge what a car can do on a icy steep curve. He should not be allowed to do any future planning.

I was a truck driver for 25 years, from dirt roads, narrow paved roads, to freeways.
I dont believe there is anyone who has had more experience on all kinds of roads.
No other State has ever built a more dangerous exit to a modern highway.
If the State cannot make this road safer and more usable during icy conditions.
If they will give me permission, I will do the job myself.

I have already spent hundreds of dollars on the road running in front of my place, and a turnaround that everyone uses, even the Mail man. Not one neighbor has helped me. Now I am fed up doing good for others. It is a poor investment. I believe that I deserve more, than the unorthodox monstrosity, that your engineers built leading to US 30.

If this goes to Court before a Judge and Jury. Which it will, if nothing is done soon. It will involve you and the Govenor, and the Multnomah County commissioners that were in office during the construction of this road. This degrading situation has gone far enough. I had a chance to sell my place. Marty Shawn who was manager for Benjamin Franklin loan company, said they would not loan money on property up here while the access to property remains difficult.

If your engineers led you to believe that this road would be usable and safe, some head rolling is in order. I will close hoping for a friendly reply soon. Sincerily.

C.W. Johnson

CW. Johnson Rt. I box 74
Portland Oregon 97231

FORM E-80-X 12-67

F 1.1 11

1007

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland 97202
January 5, 1972

To: Mr. R. N. Bothman
Maintenance Engineer
State Highway Building
S A L E M

SUBJECT: Assignment 771-RNB
Johnson Complaint
Riverview Drive-Lower Columbia River Highway
Interim Report

I did this date, in the company of District Engineer Adams, visit Mr. C. W. Johnson and Mrs. Johnson in their home on N. W. Riverview Drive. We discussed the geometry of the connection of N. W. Riverview Drive and the Lower Columbia River Highway at great lengths.

Our discussion was cordial and on conclusion we made a field inspection of the road connection. After considerable discussion on the ground it was agreed that we would undertake a widening in the SE quadrant of the connection and that we would, in addition, set back the guardrail and widen the road on its northerly side. This work would enable a car to take a better run at Riverview Drive when the road has a snow pack and/or icy conditions. Mr. Johnson agreed that he would be satisfied with this effort. He did, however, reserve for later a request that the grade of the approach be reduced by cutting down the upper portion. Mr. Adams will undertake this modification at an early date and advise on completion.

Attached for your information and background are copies of previous correspondence on this subject.

L. W. Rulien
Regional Engineer

LWR/cr
Attachments
cc E.S. Hunter
D.R. Adams

RECEIVED
JAN 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 27 1971
FOR FILING

E-171(11)

7009

Salem, Oregon
December 22, 1971

Mr. R. N. Bothman
Maintenance Engineer

BUILDING

Attached is correspondence concerning a complaint from C. W. Johnson concerning the connection of N. W. Riverview Drive and the Lower Columbia River Highway.

By this correspondence we have been obligated to widen the curve on the northerly side of the road.

Please see to scheduling this work as soon as weather permits.

E. S. Hunter
Asst. State Highway Engineer

ESH:jf
Attachment

cc: R. L. Porter
Tom Edwards
A. E. Johnson
L. W. Rulien

RECEIVED
DEC 15 1971
FOR FILING

F-171(11)
7007

December 14, 1971

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

Attached is a letter from a Mr. C. W. Johnson, who is dissatisfied with the connection of N. W. Riverview Drive and the Lower Columbia River Highway. This is near Linnton.

When the highway was widened, it was necessary to reconstruct this approach and if anything it is on a flatter grade than existed before.

I appreciate that the users thereof have a problem, particularly in icy or snowy weather.

We will take another look at the connection to see if the approach radii can be adjusted a little. Our people will get at it just as quickly as they can.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

Attach.

cc Tom Edwards
A. E. Johnson
L. W. Rulien

SUGGESTED REPLY FOR MR. JACKSON'S CONSIDERATION

Mr. C. W. Johnson
Route 1, Box 74
Portland, Oregon 97231

Dear Mr. Johnson:

I have your recent letter concerning the connection on N. W. Riverview Drive and the Lower Columbia River Highway.

In talking to the staff, I understand that this is a matter of some standing and has resulted in considerable variations in opinion.

I am asking our people, however, to take another look at the matter to see if some adjustment along the lines you have outlined could be affordad. They will get at this just as soon as they can.

RLP:fa

FORM E-20 SOM 12-68 84076

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1971

SUBJECT:

To: Mr. Tom Edwards
Deputy State Highway Engineer

Here is some correspondence on the C. W. Johnson complaint north of Linnton that is more of an old controversy.

I suggest that we attempt to widen the curve on the northerly side as much as feasible so that Mr. Johnson could perhaps get a better run at the hill during ice and snow conditions.

R. L. Porter
State Highway Engineer

RLP:fn

Attach.

Portland Oregon Dec. 1971

To Glenn L Jackson.
Chairman of The Oregon Highway Commission.
And First Citizen of Portland.

Dear sir.
Bestowal of that honor to be First Citizen Shoudd make anyone proud. Evan the feeling of being a first class citizen, gives a feeling of pride. Allowing the Oregon highway engineers with your approval, to build an unorthodox shaped grade and dangerous exit to US. highway 30. On Nothwest Riverview Drive, and condemning the people that live there to become second class citizens, does not generate a feeling of pride.

I have written to Govenor McCall many times, about this road. All his answers are runarounds. I have told him several times about the steep grade and the sharp curve at the bottom. His answers are, the engineers tell him that the grade is flatter than the old road, and with proper caution can be a useful facility. Those are his words. He also said, that he is not a qualified engineer, therfore couldnot make a judgement on this road. I had in mind to write back, and tell him if he could not judge a dangerous road, I could not see how he could qualify to be the Govenor for The State Of Oregon. I saved him what could have been an insult.

I did not work against the Govenor, for his reelection which I could have easily done. I am not pulling any more punches as far as the Govenor is conserned. The letter to The Editor I am enclosing with this letter will verify that. I think he has gone as far as he can go with his policy of more taxes. Accepting his last salary increase was the last straw on the taxpayers back. That is enough about the Govenor, I have given up on him.

I am enclosing some pictures, showing how difficult it is to go up this road, even with chains on. Only a small amount of snow makes the road impossible. Also two pictures showing the curbs and guard rails that must be removed, so we can get a run at the steep hill, and have achance of going up. You having been a rancher in eastern Oregon with many bad roads, know what Iam trying to say. Removing the curb that forces us from a sharp turn into the travel lane poses a difficul problem when the traffic is heavy,

And setting the guard rail over to eliminate a sharp curve, does not solve all the problems of this dangerous road. It would not take a great deal of work to do this.

It would help to solve some of our problems of going up and down this dangerous hill. I dont want any more runarounds or evasions, about this road. If they gave college credits for them, I would be entitled to a PHD. I have spent considerable time and money about this road. This my last effort. If you fail me. There is only one recource left.

A short note from you would be appreciated, saying something will be done soon will reward my efforts. Making enemies can only be destructive. It is something I do not like to do. Friendship is more valuable.

Sincerely Yours.
C.W. Johnson
CW. Johnson Rt. I box 74
Portland Oregon 97231.

TOM McCALL
GOVERNOR

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 **Phone 378-6511**

August 24, 1971

Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: As Constructed Plans
Nehalem-Boone RR O'Xing
Burlington-Portland Section
Columbia River Highway
Multnomah County
Contract No. 7009
Project No. F-171(11)

Gentlemen:

In line with your Mr. LaSalle's telephonic request on August 20, 1971, I am sending you herewith one set of unreduced reproducible prints of the as constructed plans for the above captioned overcrossing. These consist of Bridge Drawings No. 23282, 23283, 32384, 23285, 23286, 20011 and 22970.

You will also find enclosed, one set of reduced prints of the same drawings, but you will note they have not been revised as constructed.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosures

cc: A. E. Johnson
I. D. Merchant
L. W. Rulien

RECEIVED
MAR 15 1971
FOR FILING

F-171(11)
7009

March 11, 1971

The Honorable Donald E. Clark
Multnomah County Commissioner
County Courthouse
Portland, Oregon 97204

Dear Mr. Clark:

Thank you for your March 9 letter concerning the complaint of Mr. C. W. Johnson, Route 1, Box 59, Portland.

Mr. Johnson's problem is one of long standing and involves strong differences of opinion. We have revieved the matter several times and know of no way to eliminate his dissatisfaction.

We will, however, again give the matter a thorough recheck. If we find any facet that has been overlooked or any obligation that we have not performed, anything indicated will be corrected.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
A. E. Johnson - Please see me
Victor D. Wolfe
L. W. Rulien

DONALD E. CLARK · MULTNOMAH COUNTY COMMISSIONER

March 9, 1971

REFERRED TO
Admin
BY SECRETARY

Oregon State Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Gentlemen:

For some period of time a Mr. C. W. Johnson of Route 1, Box 59, Portland, has been calling to my attention what he considers to be a hazardous road condition due to poor alignment on NW Riverview Drive at the intersection of N. W. St. Helens Road.

I have attempted to encourage Mr. Johnson to contact your agency as it is a problem under your jurisdiction. Because of Mr. Johnson's senior years and persistent attitude, he has seen fit to continue to call the matter to my attention. Mr. Robert Nordlander, County Roadmaster and Director of Public Works, informs me that Mr. Johnson's complaint is not without merit.

You may already be well aware of Mr. Johnson and his opinion, and if this be the case, I would only ask that you review the matter. Thank you for your consideration.

Yours truly,

Donald E. Clark

DONALD E. CLARK
Commissioner

NOTED
R. L. PORTER

DEC. s

RECEIVED
MAR 10
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 8 - 1971
F-171(11)
7109

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 5, 1971

To:

Mr. L. W. Rulien
Regional Engineer
State Highway Division
P. O. Box 02157
Portland, Oregon 97202

SUBJECT: Complaint of Burlington-Portland Section re Drainage Near Sauvies Island

NOTED
A. E. JOHNSON

Herewith a copy of a letter received from Burlington Northern Railroad Company requesting a clarification regarding State Highway Division's plans to correct a drainage problem adjacent to their property near Sauvies Island Bridge.

Will you please review this problem and submit a report regarding possible corrective action to be taken.

F. D. Morgan
Construction Engineer

FDM:fw

Attach.

cc A. E. Johnson

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan 2/4 — Ito

Docker — RECEIVED — Swan

Bond — FEB 5 1971 — Glenn

Jochms — CONSTRUCTION DIVISION — Litchfield

Summer — Gallagher

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

February 4, 1971

Mr. J. D. Morgan
Construction Engineer
Oregon State Highway Department
212 State Hwy. Bldg.
Salem, Oregon 97310

Dear Sir:

During the summer and fall of 1967 the Oregon State Highway Department widened a section of Highway 30, titled Burlington Portland Section near the Sauvies Island Bridge in Multnomah County.

An easement was granted to the State permitting toe of slope and culverts to be built on former SP&S right of way. From the time of this construction we have encountered drainage and maintenance problems not previously experienced. Most troublesome is a 30 inch culvert at construction station 419+50 which empties into the railway company's 24 inch culvert A 9-70. The runoff from highway pipe outlet spills over the slope and continually plugs our pipe with rock.

On May 19, 1969 messers D. D. Gonrowski, J. A. Marshall and F. K. Haugen of this office met with State Highway Resident Engineer Roy Pyle, District Maintenance Superintendent B. P. Huntley and several other highway personnel in connection with our construction of a passing track immediately to the East and solving drainage along the Frontage Road. At that time an inspection was made of culvert in question, with the understanding that the state would correct the problem. We would like to see a solution to this annoyance possibly utilizing a flume with grating prior to our inlet.

Your review and comments will be appreciated.

Very truly yours,

H. F. Hoy
Regional Manager Engineering

DDG:dls
A 37-1
A 50

RECEIVED
JAN 9 - 1970

F-171(11)
7007

January 9, 1970

Wells-Hood-Hood-Hoot Company
413 Pelling Building
Portland, Oregon 97204

Sachsard Survey Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

A post-final payment for $13,110.51 will be made to Slate-Hall on Contract No. 7007 for grading, paving, structure and signing on the Burlington-Portland Section of the Columbia River Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,730,043.90 including the post-final payment. Of the total $143,151.32 is for force account.

Very truly yours,

Floyd Henry, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Slate-Hall
11695 S. W. Barbur Blvd.
Portland, Oregon 97223

Sachsard Survey Company
100 William Street
New York 38, New York

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

cc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

F-171(11) 7009

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Burlington-Portland	WEEK ENDING: June 28, 1969
		SECTION PREFIX: 26-1080
	HIGHWAY: Columbia River	COUNTY: Multnomah
NAME OF JOB: Burlington-Portland Sect.	KIND OF WORK: Grading, Paving, Structure and Signing	
CONTRACTOR: Slate & Hall	CONTRACT NUMBER: 7009	FEDERAL AID PROJECT NUMBER: F-171(11)
DATE OF CONTRACT: May 22, 1967	DATE WORK STARTED: May 22, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS: 555	WORK DAYS USED: [illegible]
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED: 550
PROJECT AUTHORIZATION: $ 3,028,745.61	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 99%
EXCLUSIVE OF ENGINEERING: $ 2,756,203.36	ENGINEERING AUTHORIZATION: $ 272,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,763,203.36	ENGINEERING COST TO DATE: $ 317,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT OVERRUN: 0.2%	PERCENT OF AUTHORIZATION: 117 %	DATE PROJECT WAS COMPLETED: January 14, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%		curb 100%	oil 100%	pav. 100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.15	4.15		4.15	4.15
MILES PARTIALLY COMPLETED	4.15	4.15		4.15	4.15
MILES COMPLETED	4.15	4.15		4.15	4.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	560,000 cy	136,095 t		222 t	80,503 t
TOTAL QUANTITIES CORRECTED TO DATE	588,891 cy	122,754 t		170 t	90,154 t
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	588,891 cy	122,745 t		170 t	90,154 t
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1740A	2014A	sta. 210	sta. 467-471	sta. 315	sta. 461	sta. 464	sta. 304 & 419
PERCENT	100%	100%	100%	100%	100%	100%	100%	100%

	WEATHER	~~WORK~~ calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

Routing: Morgan, Decker, Bond, Walker, Boehme, Johnsen, Peirce, Swan, Glenn, Litchfield, Gallagher, Stout

RECEIVED
JUN 30 1960
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Survey crew installing R/W markers.
TUESDAY	"
WEDNESDAY	"
THURSDAY	
FRIDAY	Crew installing R/W.markers.
SATURDAY	

REMARKS

Installation of R/W markers complete.

cc: Bridge Dept.

SIGNED Roy W. Pyle LOCATION Portland, Oreg.

Roy W. Pyle

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F218

MAY 15 1969

F-171(14)
7019

May 14, 1969

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94101

Gentlemen:

Contract No. 7009 awarded to Slate-Hall for grading, paving, structure, and signing on the Burlington-Portland Section of the Columbia River Highway in Multnomah County was completed on January 14, 1969, and accepted by the Highway Commission on May 13, 1969.

Final payment in the amount of $58,852.77 will be released to the contractor after May 21, 1969. The total contract amount is $2,736,704.99 including $142,151.32 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd [illegible]nery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Seaboard Surety Company
New York, New York

Great American Insurance Co.
[illegible]030 Ninth Avenue
Seattle, Washington 98121

Slate-Hall

L. W. Rulien
Frank Morgan
V. E. Skoog
Attn: John Herr

FORUM
MAY 14 1969
FOR FILE
F-171(11)
7009

May 13, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed January 14, 1969, on Contract No. 7009. The contract was with Slate-Hall and was for grading, paving, structure and signing on the Burlington-Portland Section of the Columbia River Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 13, 1969, and that you concur in this procedure at the Commission meeting on May 28.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Marchant
F. D. Morgan
L. H. Young
V. E. Skoog
L. W. Rulien

srb sr

RECEIVED
JAN 29 1969

STATE OF OREGON
1859

TOM McCALL
GOVERNOR

F-171(11)
7009

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

January 28, 1969

Mr. C. W. Johnson
Route 1, Box 59
Portland, Oregon 97231

Dear Mr. Johnson:

I have your letter of January 13 concerning the new connection from the Columbia River Highway to Riverview Drive.

The Highway Department tells me that the new connection is better than that which it replaced. The main highway has a leftturn refuge at its intersection with Riverview Drive which, if used with reasonable caution, should provide an acceptable facility.

Nonstop moves onto a highway such as this are not permitted in the interest of safety. If your plan were implemented, the turn to and from the north would be very difficult.

I realize that many roads are difficult, if not impossible, to use during times of ice and snow.

Sincerely,

Governor

TM:ma
bcc: Highway Department

Verbatim

COPY
NOTED
ERNEST GOOPER

RECEIVED
JAN 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 24 1969
FOR FILING
F-171(11)
7069

January 24, 1969

2688

Mrs. Wanda Harrill
Executive Secretary
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Mrs. Harrill:

Attached is a suggested reply for the Governor's consideration to the January 13 letter from C. W. Johnson concerning N. W. Riverview Drive in Portland and its connection to the Columbia River Highway.

I believe the draft is self-explanatory but if anything further is needed, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
L. W. Bailes

ms fn

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

Mr. C. W. Johnson
Route 1, Box 39
Portland, Oregon 97231

Dear Mr. Johnson:

I have your letter of January 13 concerning the connection from the Columbia River Highway to Riverview Drive.

I am informed by the Highway Department that the standard to which this road is now constructed is better than that which it replaced. The main highway has a left-turn refuge at its intersection with Riverview Drive which, if used with reasonable caution, should provide an acceptable facility.

Nonstop moves onto a highway such as this are not permitted in the interest of safety. If your plan were implemented, the turn to and from the north would be very difficult.

I realize that many roads are difficult, if not impossible, to use during times of ice and snow.

JOHNSON TO HWY 1/14

Portland Oregon Jan 13 1969 .8288

To The Honorable Govenor Tom McCall Captial Bldg Salem Oregon.
Dear Sir.
I am enclosing some pictures, and a letter to the editor published in The ST JOHNS REVIEW. After reading the letter, and examining the pictures under an enlarger,you will have a, Better idea what I am writing about. After about 12 years of surveying of this road. The State highway engineers have come up with a colossal blunder. One that can not be Swept under the rug. If the shape Of this road is not changed, and the sharp curves removed, The State Of Oregon will be held responible for any serious accident that might result From the shape of this unorthodox road. When has a road with a sharp curve become more, Safe, than a straight road??. That is curved thinking. This is a brutal hill. If you could,

Have seen the men women and children struggling to get up this hill with their groceries, Fuel oil and other items, even after the snow was plowed off. The road remains icy. Only a four wheel drive with chains, Were the only cars that made it up this hill. Unless the road is sanded,it is impossible for light cars. The short curve and steep grade, Causesthe trouble. The people had to leave their cars at the bottom of the hill.

There were so many cars they filled all the available space. One family could not find enough room to park. So they had to drive back to town. The curbs and guard rails, Clutter up the intersection, untill there is hardly room for two cars to pass each other. The people of NW RIVERVIEW DRIVE are fed up with this steep hill with the sharp dog leg, Curve at the bottom. That is why we are asking you as our govenor, To take some positive, Steps to correct this intolerable situation. The City Of Portland and Multnomah County, Has building codes that prevent anyone from building a dangerous building.

There seems to be no law to stop this Oregon State highway dept from doing as they please, And waste the tax payers money. We were always under the impression that the control, Board has the power to supvise all appointed bureaucrats. The control board must not, Be abolished, if for no other reason than to ride herd on the Oregon State highway dept,

If the Oregon State engineers would have used a little imagination, They would have, Discovered a road bed built by nature long ago. All they would have needed to do was to, Was to remove the surplus rock, and extend the road about 600 ft in line with, NW Riverview Drive. It would have been a long easy grade. Now they have destroyed a, Large section of it,at enormous cost, what a pity. It is clearly evident that someone, With more and better knowledge be put in charge of designing roads, at less cost.

We asked the surveyers why they were putting their grade stakes, that indicated the, Unorthodox shape of this road. Their reply was, they were ordered to do it that way. What we want know who gave those orders. The excusethat there was not enough room to. Build this road any other way, is not true. The road clearly indicates that no foresight, Was used for population increase. I do not enjoy writing a letter like this, But Someone, Must try to stop this wanton waste of the tax payers money, I will close with this last, Paragraph.

The people of NW Riverview Drive are law abiding citizens, and should not be subjected, To this callus indifference of their constitutional rights.

Sincerely yours.

C W Johnson

CW Johnson

RtI Box 59 Portland Oregon 97231

JAN 14 1969

RECEIVED
GOVERNOR'S
OFFICE OF
STATE HIGHWAY ENGINEER

Page I Foot, more on page 2

To Govenor McCall

FOOt,note

This note to describe the pictures , and a plan how to eliminate the most dangerous part, Of this terrible road. Picture # I , looking down hill, a brake failure here could be, Disasterous. Picture # 2 showing sharp turn, Picture #3 shows guard rail to be moved over, TO BLACK line. picture #4 shows picture of concrete curbs to be removed, marked with, Crosses, guard rail marked with crosses to be movedover to black line. circle in upper, Part of picture to be refilled. It will not take a lot of work to do this job.

The present road bed can remain without any damage to it. This plan will allow a greater, Speed, that is necessary to go up an icy hill. All drivers with experience know that. Evidently the engineers that designed this road dont. This work will take the extreme, Danger out of this road,and will give the car driver a chance to save his car from crashing, Into the guard rail, and what is more important, injury to himself. This seems to me to, Be a comprehensive plan. Looking at the picture, notice the sharp curve before going, Up the hill, that is what makes it impossible when icy.

Picture #5 Squares in snow show the only places to park cars,not half enough.
Black line shows where the guardrail should be placed.

Picture #6 Showing arrow where the grade starts going down hill, but it is impossible to, See the bottom. That is the reason for the sentence in the letter to the editor,going , Over a hill while going down hill. Sounds ridiculous dont it. There is the evidence in the, Picture. That hump you see in the picture must be removed.

That Just about winds up everything that I can present to you and the highway dept, I hope you will agree with me that something must be doneto take the danger out of this, Dangerous hill. Also in picture #4 the curb at the bottom , when it is removed there will Be room for a merging lane at least 100 ft in length. That will lesson the danger to get, On the highway,that is very important. We can have a running start to merge with the cars, In the traffic lane. Any other idea is insane.

If the Oregon State highway engineers can come up with a better plan, we are all for it. From their past performance it is doubtfull that they could devise a better plan. If they can do better. Then why did they Build this road with this unorthodox shape???. This road should have been built withthe plan that I submitted to LW Rulien. He said the, Plan was too hazardous.It is impossible to build a road with more hazards built in, than, NW Riverview Drive. My plan with some modification,will fit the terrain, and do away with, The feeling of danger when driving down this steep hill.

The entire cost of building NW Riverview Drive hill will be wasted, When this road is, Made safe. The tax payers will no doubt enjoy hearing that. And a jury is certain to take, A dim view of this road, if theyare called on. We sincerely hope that will not be, Necessary. We dont believe The State Of Oregon Wants to spend more tax dollars defending, This road, or the people that are responsible for it.

We are not asking for the entire rebuilding of the road at this time, only to remove the, Most dangerous parts,as suggested in this note and the pictures. We believe this is a, Reasonable request, and you as our Govenor has the power to force the highway dept to take, Immediate action. 30 days should be ampletime to start action. A longer time will be, Considered as a negative answer.

C W Johnson

CW Johnson

RECEIVED
FEB 5 - 1969

OREGON STATE HIGHWAY DEPARTMENT

F-171(11)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 23, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract No. 7009
Prefix 26-1080
FAP F-171 (11)

Dear Sir:

All work under Contract No. 7009, Burlington-Portland Section of the Columbia River Highway in Multnomah County, was completed on January 14, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: F. D. Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date January 30, 1969

Conditions noted on above date:
None

VG:ss

cc: Forrest Cooper
F. D. Morgan

for R. E. Simpson
R. E. Simpson
Division Engineer

RECEIVED
FEB 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Monthly transaction number: 1-26	FORM R-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 1-17-69	County: Multnomah
Modification number: 2		Project number: F-171(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 14, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,737,859	$ 2,940,821
Federal funds	$ 1,738,400.00	$ 1,865,900.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include an increase in funds by changes in bid item quantities and approved price agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17 day of January, 1969.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Labbe

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. F-171(11)

BURLINGTON-PORTLAND SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Revised project agreement to include changes in bid item quantities* and approved price agreements.

Salem, Oregon, January 3, 1969

Type Code (620)
Roadway (Sta. 282+50 to Sta. 473+87.54) Contract No. 7009)

Clearing and Grubbing	All Required			$ 165,000.00
Ditch Excavation, Unclass.	1,840	cu.yd.	$ 3.50	6,440.00
General Excavation, Unclass.	560,040	cu.yd.	1.35	756,054.00*
Embankment Foundation Excavation, Unclass.	14,800	cu.yd.	1.50	22,200.00
Finishing Roadbed and Slopes	All Required			20,000.00
Rounding Cutbanks	6,380	lin.ft.	0.25	1,595.00
Trench Excavation	9,083	cu.yd.	5.00	45,415.00
Special Backfill in Drains	800	cu.yd.	8.00	6,400.00*
Watering	3,000	M-gal.	2.50	7,500.00*
3/4" - 0 Material in Base	10,677	ton	1.75	18,684.75
Plant Mix Stone Base	125,417	ton	1.70	213,208.90
Bituminous Base Mixture	39,500	ton	4.10	161,950.00*
Asphalt in Bituminous Base Mixture	2,245	ton	27.50	61,737.50*
3/4" - 0 Aggregate in Prime Coat	1,385	cu.yd.	7.00	9,695.00
MC-250 Asphalt in Prime Coat	214	ton	43.00	9,202.00
Asphalt in Tack Coat	7.5	ton	50.00	375.00
Class "B" Asphalt Concrete Mixture	51,000	ton	4.20	214,200.00*
Asphalt Cement in Mixture	3,060	ton	27.50	84,150.00*
Class "A" Concrete in Box Culverts	170	cu.yd.	82.00	13,940.00
Class "A" Concrete in Walls	653	cu.yd.	70.00	45,710.00*
Reinforcement in Box Culverts	25,500	lb.	0.14	3,570.00
Reinforcement in Walls	72,630	lb.	0.14	10,168.20*
8'-10" x 6'-1" Structural Plate Pipe Arch, 10 Gage	80	lin.ft.	66.00	5,280.00
12-inch Culvert Pipe	240	lin.ft.	4.00	960.00
18-inch Culvert Pipe	1,460	lin.ft.	5.50	8,030.00
24-inch Culvert Pipe	540	lin.ft.	7.00	3,780.00
30-inch Culvert Pipe	160	lin.ft.	9.00	1,440.00
36-inch Culvert Pipe	190	lin.ft.	12.50	2,375.00
48-inch Culvert Pipe	50	lin.ft.	25.00	1,250.00
8-inch Storm Sewer Pipe	280	lin.ft.	3.25	910.00
12-inch Storm Sewer Pipe	7,576	lin.ft.	4.50	34,092.00
15-inch Storm Sewer Pipe	356	lin.ft.	5.50	1,958.00
18-inch Storm Sewer Pipe	110	lin.ft.	7.00	770.00
24-inch Storm Sewer Pipe	300	lin.ft.	10.00	3,000.00
36-inch Storm Sewer Pipe	170	lin.ft.	15.50	2,635.00
-inch Drain Pipe	6,000	lin.ft.	2.50	15,000.00*
12-inch Drain Pipe	240	lin.ft.	3.50	840.00
Salvaging and Re-laying Pipe	90	lin.ft.	8.00	720.00

Concrete Manholes	26 only	$ 400.00	$ 10,400.00
Special Manholes	1 only	900.00	900.00
Concrete Inlets, Type CG-1	20 only	160.00	3,200.00
Concrete Inlets, Type D	8 only	165.00	1,320.00
Concrete Inlets, Type Special D	1 only	500.00	500.00
Concrete Inlets, Type G-1	35 only	155.00	5,425.00
Concrete Inlets, Type G-2	6 only	165.00	990.00
Curb Inlets	10 only	210.00	2,100.00
Special Inlet Boxes	2 only	2,100.00	4,200.00
Adjusting Manholes	1 only	65.00	65.00
Adjusting Inlets	1 only	75.00	75.00
Capping Inlets	1 only	65.00	65.00
Cutoff and Cap Manhole	1 only	125.00	125.00
Special Grate for Bubble Manhole	1 only	300.00	300.00
Special Grate for Bubble Inlet	1 only	300.00	300.00
Concrete Curbs	792 cu.yd.	40.00	31,680.00
Extra for A.C. Concrete Approaches	55 only	40.00	2,200.00
Guide Posts, W-1	160 only	7.50	1,200.00
Guide Posts, Y-1	35 only	7.50	262.50
Guard Rail	20,962.5 only	2.60	54,502.50
Type 2 Barricade	3,650 lin.ft.	4.20	15,330.00*
Rail End Pieces	45 only	4.75	213.75
Guard Rail Blocks	1,527 only	1.50	2,290.50
Extra Guard Rail Posts	150 only	11.00	1,650.00
Salvaging Guard Rail	750 lin.ft.	1.00	750.00
Salvaging Type 2 Barricade	2,200 lin.ft.	0.75	1,650.00
Guard Rail-Salvaged Guard Rail	750 lin.ft.	1.00	750.00
Guard Rail-Salvaged Barricade	2,200 lin.ft.	1.00	2,200.00
Furnishing Field Laboratory Building	All Required		1,000.00
Roadside Seeding	10 acre	110.00	1,100.00
Roadside Mulching	10 acre	200.00	2,000.00
Grass Seed Mixture	300 lb.	1.10	330.00
Inorganic Fertilizer, 10-10-3	40 cwt.	10.00	400.00
Signing			
Sign Support Footings	All Required		3,000.00
Breakaway Sign Posts	All Required		6,200.00
Double Sign Posts	All Required		950.00
Cantilever Sign Structure	All Required		2,600.00
Sign Illumination Equipment	All Required		3,400.00
Painted Wood Sign Posts	All Required		1,100.00
Type "A" Signs in Place	948 sq.ft.	8.00	7,584.00
Type "C" & "D" Signs in Place	344 sq.ft.	4.60	1,582.40
Type "E" Signs in Place	94 sq.ft.	5.10	479.40
Type "F" Signs in Place	33 sq.ft.	6.00	207.00
			$2,137,502.40
Flagging (5/8% of Contractor's Cost)	All Required		$ 28,500.00*

Price Agreement No. 3

Section "B"				
a. Increased Clearing and Grubbing	All Required			$ 13,000.00
b. Increase in Finishing Roadbed and Slopes	All Required			2,500.00
New Items				
c. Fence Type 3-70	67 rod		$ 35.00	2,345.00
d. Remove Old Railroad Structure (Piers)	All Required			6,000.00
e. 18" Corrugated Steel Pipe Asphalt Coated Asbestos-Protected	16 lin.ft.		8.50	136.00
f. 48" Corrugated Steel Pipe Asphalt Coated Asbestos-Protected	60 lin.ft.		27.00	1,620.00
g. Class "A" Concrete in Revised Retaining Walls	548.83	cu.yd.	62.00	34,027.46*
h. Metal Reinforcement in Revised Retaining Walls	102,580	lb.	0.14	14,362.00*
PA5 Furnish and Install Guard Rail	700	lin.ft.	8.00	5,600.00
PA7 Substitute Class "B" Asph. Conc.	639	ton	4.10	2,619.00
PA10 Furnish and Install 8-inch Drain Pipe	900	lin.ft.	3.00	2,700.00
PA11 Clearing and Grubbing	All Required			1,000.00
PA11 General Excavation	4,800	cu.yd.	1.35	6,480.00
PA16 Revise Rail on Partial Viaduct	All Required			10,300.00
				$ 131,189.50
	Subtotal			$2,268,691.50
	*10% Engr. & Cont.			225,809.50
				$2,494,501.00

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Type Code X021

McCarty Creek Bridge No. 17403 (Sta. 287+56 to Sta. 288+86) (Contract No. 7009)

Remove Old Bridge and Provide for Traffic	All Required			$ 5,000.00
Structural Excavation	65	cu.yd.	$ 6.00	390.00
Furnish 16-inch Prestressed Piling	4,460	lin.ft.	5.25	23,415.00
Drive Prestressed Piles	72	only	120.00	8,640.00
16-inch Prestressed Pile Extensions	50	lin.ft.	10.00	500.00
Class "A" Concrete (736 cu.yd.)	All Required			67,000.00
Reinforcement (177,100 lb.)	All Required			24,500.00
Two Tube Steel Railing	208	lin.ft.	17.50	4,690.00
				$ 134,135.00

Type Code X123
Railroad Structure No. 20141 (Sta. 391+22 to Sta. 392+70) (Contract No. 7009)

Price Agreement No. 3

i.	Class "A" Concrete in Railroad Structure	2,175.29 cu.yd.	$53.00	$115,290.37*
j.	Metal Reinforcement in Railroad Structure	496,747 lb.	0.14	69,544.58*
k.	General Excavation for Railroad Structure	4,115 cu.yd.	1.75	7,201.25
l.	Structural Excavation for Railroad Structure	12,500 cu.yd.	5.50	68,750.00*
m.	Special Backfill for Railroad Structure and Retaining Walls	1,795 cu.yd.	6.00	10,770.00
				$271,556.20
		Subtotal		$405,691.20
		10% Engr. & Cont.		40,568.80
		Total		$446,260.00

Length of Roadway - - - - - 3.582 Miles
Length of Structures (2)- - 0.034 Mile
Total 3.616 Miles
Cost of Roadway Per Mile- - $696,415.69

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,494,561.00	$1,582,800.00	$ 911,761.00
Structures	446,260.00	283,100.00	163,160.00
Total	$2,940,821.00	$1,865,900.00	$1,074,921.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 26-1080

BURLINGTON-PORTLAND SECTION

NON-PARTICIPATING

V-171 111

Work by Portland General Electric	All Required	$ 2,200.00
Work by Burlington Water Dist.	All Required	300.00
Work by Western Union Co.	All Required	4,000.00
Move Mail Boxes	All Required	700.00
Railroad Protective Cost	All Required	7,000.00
		$14,200.00

Monthly transaction number	FORM PR-2A (REV. 1-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
10-48		
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
7		Multnomah
Modification number	(PPM 21-7) 10-12-67	Project number
1		F-171(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 14, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,297,024	$ 2,737,859
Federal funds	$ 1,458,500.00	$ 1,738,400.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include Nehalem Boom Structure.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13 day of October, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By _____
(Division Engineer)

L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. F-171(11)

PORTLAND-PORTLAND SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Revised project agreement to include Nehalem Boom Structure.

Salem, Oregon, September 11, 1967

Type Code 6201
Roadway (Sta. 282+50 to Sta. 473+87.54)(Contract No. 7009)

Clearing and Grubbing	All Required			$ 165,000.00
Ditch Excavation, Unclassified	1,840 cu.yd.	$	3.50	6,440.00
General Excavation, Unclassified	555,934 cu.yd.		1.35	750,510.90
Embankment Foundation Excavation, Unclassified	14,800 cu.yd.		1.50	22,200.00
Finishing Roadbed and Slopes	All Required			20,000.00
Rounding Cutbanks	6,380 lin.ft.		0.25	1,595.00
Trench Excavation	9,083 cu.yd.		5.00	45,415.00
Special Backfill in Drains	105 cu.yd.		8.00	840.00
Watering	1,539 M-Gal.		2.50	3,847.50
3/4"-0 Material in Base	10,677 ton		1.75	18,684.75
Plant Mix Stone Base	125,417 ton		1.70	213,208.90
Bituminous Base Mixture	35,064 ton		4.10	143,762.40
Asphalt in Bituminous Base Mixture	1,574 ton		27.50	43,285.00
3/4"-0 Aggregate in Prime Coat	1,385 cu.yd.		7.00	9,695.00
RC-250 Asphalt in Prime Coat	214 ton		43.00	9,202.00
Asphalt in Tack Coat	7.5 ton		50.00	375.00
Class "B" Asphalt Concrete Mixture	45,429 ton		4.20	190,843.80
Asphalt Cement in Mixture	2,501 ton		27.50	68,777.50
Class "A" Concrete in Box Culverts	170 cu.yd.		82.00	13,940.00
Class "A" Concrete in Walls	412 cu.yd.		70.00	28,840.00
Reinforcement in Box Culverts	25,500 lb.		0.14	3,570.00
Reinforcement in Walls	36,790 lb.		0.14	5,150.60
8'-10" x 6'-1" Structural Plate Pipe Arch, 10 Gage	80 lin.ft.		66.00	5,280.00
12-inch Culvert Pipe	240 lin.ft.		4.00	960.00
18-inch Culvert Pipe	1,460 lin.ft.		5.50	8,020.00
24-inch Culvert Pipe	540 lin.ft.		7.00	3,780.00
30-inch Culvert Pipe	160 lin.ft.		9.00	1,440.00
36-inch Culvert Pipe	190 lin.ft.		12.50	2,375.00
48-inch Culvert Pipe	50 lin.ft.		25.00	1,250.00
8-inch Storm Sewer Pipe	280 lin.ft.		3.25	910.00

12-inch Storm Sewer Pipe	7,576	lin.ft.	$ 4.50	$ 34,092.00
15-inch Storm Sewer Pipe	356	lin.ft.	5.50	1,958.00
18-inch Storm Sewer Pipe	110	lin.ft.	7.00	770.00
24-inch Storm Sewer Pipe	300	lin.ft.	10.00	3,000.00
36-inch Storm Sewer Pipe	1,110	lin.ft.	2.50	2,775.00
12-inch Drain Pipe	240	lin.ft.	3.50	840.00
Salvaging and Relaying Pipe	90	lin.ft.	8.00	720.00
Concrete Manholes	26	only	400.00	10,400.00
Special Manholes	1	only	900.00	900.00
Concrete Inlets, Type "C C-1"	20	only	160.00	3,200.00
Concrete Inlets, Type "D"	8	only	165.00	1,320.00
Concrete Inlets, Type Special "D"	1	only	500.00	500.00
Concrete Inlets, Type "G-1"	35	only	155.00	5,425.00
Concrete Inlets, Type "G-2A"	6	only	165.00	990.00
Curb Inlets	10	only	210.00	2,100.00
Special Inlets Boxes	2	only	2,100.00	4,200.00
Adjusting Manholes	1	only	65.00	65.00
Adjusting Inlets	1	only	75.00	75.00
Capping Inlets	1	only	65.00	65.00
Cutoff and Cap Manhole	1	only	125.00	125.00
Special Grate for Bubblw Manhole	1	only	300.00	300.00
Special Grate for Bubble Inlet	1	only	300.00	300.00
Concrete Curbs	792	cu.yd.	40.00	31,680.00
Extra for A.C. Concrete Approaches	55	only	40.00	2,200.00
Guide Posts, W-1	160	only	7.50	1,200.00
Guide Posts, I-1	35	only	7.50	262.50
Guard Rail	20,962.5	only	2.60	54,502.50
Type 2 Barricade	2,200	lin.ft.	4.20	9,240.00
Rail End Pieces	45	only	4.75	213.75
Guard Rail Blocks	1,527	only	1.50	2,290.50
Extra Guard Rail Posts	150	only	11.00	1,650.00
Salvaging Guard Rail	750	lin.ft.	1.00	750.00
Salvaging Type 2 Barricade	2,200	lin.ft.	0.75	1,650.00
Guard Rail-Salvaged Guard Rail	750	lin.ft.	1.00	750.00
Guard Rail-Salvaged Barricade	2,200	lin.ft.	1.00	2,200.00
Furnishing Field Laboratory Building	All Required			1,000.00
Roadside Seeding	10	acre	110.00	1,100.00
Roadside Mulching	10	acre	200.00	2,000.00
Grass Seed Mixture	300	lb.	1.10	330.00
Inorganic Fertilizer, 10-16-6	40	Cwt.	10.00	400.00
Signing				
Sign Support Footings	All Required			3,600.00
Breakaway Sign Posts	All Required			6,200.00
Double Sign Posts	All Required			950.00
Cantilever Sign Structure	All Required			2,600.00
Sign Illumination Equipment	All Required			3,400.00

Painted Wood Sign Posts	All Required		$ 1,100.00
Type "A" Signs in Place	948 sq.ft.	$ 8.00	7,584.00
Type "C" & "D" Signs in Place	344 sq.ft.	4.60	1,582.40
Type "E" Signs in Place	94 sq.ft.	5.10	479.40
Type "F" Signs in Place	33 sq.ft.	9.00	297.00
			$2,007,195.40
Flagging (57½ of Contractors Cost)	All Required		$ 25,000.00

Print Agreement No. 1

Section "B"			
a. Increased Clearing and Grubbing	All Required		$ 13,000.00
b. Increase in Finishing Roadbed and Slopes	All Required		2,500.00
New Items			
c. Fence Type 3-70	67 rod.	$ 35.00	2,345.00
d. Remove Old Railroad Structure (Piers)	All Required		6,000.00
e. 18" Corrugated Steel Pipe Asphalt Coated Asbestos-protected	16 lin.ft.	8.50	136.00
f. 48" Corrugated Steel Pipe Asphalt Coated Asbestos-protected	60 lin.ft.	27.00	1,620.00
g. Class "A" Concrete in Revised Retaining Walls	482 cu.yd.	62.00	29,884.00
h. Metal Reinforcement in Revised Retaining Walls	82,300 lb.	0.14	11,522.00
			$ 92,007.00
	Subtotal		$2,099,202.40
	*10% Engr. & Cont.		208,920.60
	Total		$2,308,123.00

*Reduced in accordance with Par. 5(Project Field Offices) of PPM 30-6.

Drug Code 3021
McCarty Creek Bridge No. 17404 (Sta. 287+54 to Sta. 288+86)(Contract No. 7092)

Remove Old Bridge and Provide for Traffic	All Required		$ 5,000.00
Structural Excavation	65 cu.yd.	$ 6.00	390.00
Furnish 16-inch Prestressed Piling	4,460 lin.ft.	5.25	23,415.00
Drive Prestressed Piles	72 only	120.00	8,640.00
16-inch Prestressed Pile Extensions	50 lin.ft.	10.00	500.00

Class "A" Concrete (736 cu.yd.)	All Required			$ 67,000.00
Reinforcement (177,100 lbs.)	All Required			24,500.00
Two Tube Steel Railing	268 lin.ft.	$	17.50	4,690.00
				$ 134,135.00

Type Code K123
Railroad Structure No. 20144 (Sta. 191+22 to Sta. 191+70)(Contract No. 7009)

Price Agreement No. 3

i. Class "A" Concrete in Railroad Structure	2,500 cu.yd.	$	53.00	$ 132,500.00
j. Metal Reinforcement in Railroad Structure	317,620 lb.		0.14	44,466.80
k. General Excavation for Railroad Structure	4,115 cu.yd.		1.75	7,201.25
l. Structural Excavation for Railroad Structure	11,200 cu.yd.		5.50	61,600.00
m. Special Backfill for Railroad Structure and Retaining Walls	1,795 cu.yd.		6.00	10,770.00
				$ 256,538.05
	Subtotal			$ 390,673.05
	10% Engr. & Cont.			39,062.95
	Total			$ 429,736.00

Length of Roadway	3.582 miles
Length of Structures (2)	0.034 mile
Total	3.616 miles
Cost of Roadway per mile	$644,367.11

Retained in Program Status

Traffic Striping	All Required	$	1,500.00
	Subtotal	$	1,500.00
	10% Engr. & Cont.		150.00
	Total	$	1,650.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,308,123.00	$1,465,600.00	$ 842,523.00
Structures	429,736.00	272,800.00	156,936.00
	$2,737,859.00	$1,738,400.00	$ 999,459.00
Retained in Program Status	1,650.00	1,000.00	650.00
Total	$2,739,509.00	$1,739,400.00	$1,000,109.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

BURLINGTON-PORTLAND SECTION

NONPARTICIPATING

F-171(11)

Work by Portland General Electric	All Required	$ 2,200.00
Work by Burlington Water Dist.	All Required	300.00
Work by Western Union Co.	All Required	4,000.00
Move Mail Boxes	All Required	700.00
Railroad Protective Cost	All Required	7,000.00
		$14,200.00

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
79		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4 7004	*(PPM 21-7)*	Multnomah
		PROJECT NO.
		F-171(11)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 W. Portland City Limits, W. 3.63 mis.
Burlington-Portland Section, Columbia River Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-12-67	3.616
OTHER *(Specify)*		

FUNDS Pro Rata 6350

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,297,024	$ 1,458,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Klabre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 14, 1967

Oregon State Highway Department

Federal Aid
Project No. F-171(11)

BURLINGTON-PORTLAND SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Project Agreement Estimate.

Salem, Oregon, May 26, 1967

Type Code 6201
Roadway (Sta. 282+50 to Sta. 473+87.34)(Contract No. 7009)

Clearing and Grubbing	All Required		$ 165,000.00
Ditch Excavation, Unclassified	1,050 cu.yd.	$3.50	3,675.00
General Excavation, Unclassified	504,300 cu.yd.	1.35	680,805.00
Embankment Foundation Excavation, Unclassified	14,800 cu.yd.	1.50	22,200.00
Finishing Roadbed and Slopes	All Required		20,000.00
Rounding Cutbanks	6,380 lin.ft.	0.25	1,595.00
Trench Excavation	7,360 cu.yd.	5.00	36,800.00
Special Backfill in Drains	150 cu.yd.	8.00	1,200.00
Watering	1,380 M-gal.	2.50	3,450.00
3/4" - 0 Material in Base	8,200 ton	1.75	14,350.00
Plant-Mix Stone Base	115,000 ton	1.70	195,500.00
Bituminous Base Mixture	36,300 ton	4.10	148,830.00
Asphalt in Bituminous Base Mixture	1,630 ton	27.50	44,825.00
3/4" - 0 Aggregate in Prime Coat	1,300 cu.yd.	7.00	9,100.00
RC-250 Asphalt in Prime Coat	200 ton	43.00	8,600.00
Asphalt in Tack Coat	8 ton	50.00	400.00
Class "B" Asphalt Concrete Mixture	45,000 ton	4.20	189,000.00
Asphalt Cement in Mixture	2,480 ton	27.50	68,200.00
Class "A" Concrete in Box Culverts	170 cu.yd.	82.00	13,940.00
Class "A" Concrete in Walls	650 cu.yd.	70.00	45,500.00
Reinforcement in Box Culverts	23,500 lb.	0.14	3,570.00
Reinforcement in Walls	61,000 lb.	0.14	8,540.00
8'-10" x 6'-1" Structural Plate Pipe Arch, 10 Gage	80 lin.ft.	66.00	5,280.00
12-inch Culvert Pipe	240 lin.ft.	4.00	960.00
18-inch Culvert Pipe	1,500 lin.ft.	5.50	8,250.00
24-inch Culvert Pipe	540 lin.ft.	7.00	3,780.00
30-inch Culvert Pipe	160 lin.ft.	9.00	1,440.00
36-inch Culvert Pipe	190 lin.ft.	12.50	2,375.00
48-inch Culvert Pipe	50 lin.ft.	25.00	1,250.00
8-inch Storm Sewer Pipe	280 lin.ft.	3.25	910.00
12-inch Storm Sewer Pipe	7,460 lin.ft.	4.50	33,570.00
15-inch Storm Sewer Pipe	330 lin.ft.	5.50	1,815.00
18-inch Storm Sewer Pipe	110 lin.ft.	7.00	770.00
24-inch Storm Sewer Pipe	300 lin.ft.	10.00	3,000.00
36-inch Storm Sewer Pipe	170 lin.ft.	15.50	2,635.00
6-inch Drain Pipe	1,620 lin.ft.	2.50	4,050.00
12-inch Drain Pipe	240 lin.ft.	3.50	840.00
Salvaging and Relaying Pipe	90 lin.ft.	8.00	720.00

Concrete Manholes	26 only	$400.00	$ 10,400.00
Special Manholes	1 only	900.00	900.00
Concrete Inlets, Type "C G-1"	20 only	160.00	3,200.00
Concrete Inlets, Type "D"	8 only	165.00	1,320.00
Concrete Inlets, Type Special "D"	1 only	500.00	500.00
Concrete Inlets, Type "G-1"	40 only	155.00	6,200.00
Concrete Inlets, Type "G-2M"	6 only	165.00	990.00
Curb Inlets	10 only	210.00	2,100.00
Special Inlets Boxes	2 only	2,100.00	4,200.00
Adjusting Manholes	1 only	65.00	65.00
Adjusting Inlets	1 only	75.00	75.00
Capping Inlets	1 only	65.00	65.00
Cutoff and Cap Manhole	1 only	125.00	125.00
Special Grate for Rubble Manhole	1 only	300.00	300.00
Special Grate for Rubble Inlet	1 only	300.00	300.00
Concrete Curbs	890 cu.yd.	40.00	35,600.00
Extra for A.C. Concrete Approaches	55 only	40.00	2,200.00
Guide Posts, W-1	160 only	7.50	1,200.00
Guide Posts, Y-1	35 only	7.50	262.50
Guard Rail	20,000 only	2.60	52,000.00
Type 2 Barricade	2,200 lin.ft.	4.20	9,240.00
Rail End Pieces	45 only	4.75	213.75
Guard Rail Blocks	1,450 only	1.50	2,175.00
Extra Guard Rail Posts	150 only	11.00	1,650.00
Salvaging Guard Rail	750 lin.ft.	1.00	750.00
Salvaging Type 2 Barricade	2,200 lin.ft.	0.75	1,650.00
Guard Rail - Salvaged Guard Rail	750 lin.ft.	1.00	750.00
Guard Rail - Salvaged Barricade	2,200 lin.ft.	1.00	2,200.00
Furnishing Field Laboratory Building	All Required		1,000.00
Roadside Seeding	10 acre	110.00	1,100.00
Roadside Mulching	10 acre	200.00	2,000.00
Grass Seed Mixture	300 lb.	1.10	330.00
Inorganic Fertilizer, 10-16-8	40 cwt.	10.00	400.00
SIGNING			
Sign Support Footings	All Required		3,600.00
Breakaway Sign Posts	All Required		6,200.00
Double Sign Posts	All Required	[illegible]	950.00
Cantilever Sign Structure	All Required		2,600.00
Sign Illumination Equipment	All Required		3,400.00
Painted Wood Sign Posts	All Required		1,100.00
Type "A" Signs in Place	948 sq.ft.	8.00	7,584.00
Type "C" &"D" Signs in Place	344 sq.ft.	4.60	1,582.40
Type "E" Signs in Place	94 sq.ft.	5.10	479.40
Type "P" Signs in Place	33 sq.ft.	9.00	297.00
			$1,929,979.05
Flagging (57½ of Contractor's Cost)	All Required		25,000.00
	Subtotal		$1,954,979.05
	* 10% Engr. & Cont.		194,496.95
	Total		$2,149,476.00

* Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Type Code X021
McCarty Creek Bridge #No. 1740A (Sta. 287+56 to Sta. 288+86)(Contract No. 7009)

Remove Old Bridge and Provide for Traffic	All Required		$ 5,000.00
Structural Excavation	65 cu.yd.	$6.00	390.00
Furnish 16-inch Prestressed Piling	4,460 lin.ft.	5.25	23,415.00
Drive Prestressed Piles	72 only	120.00	8,640.00
16-inch Prestressed Pile Extensions	30 lin.ft.	10.00	300.00
Class "A" Concrete (736 cu.yd.)	All Required		67,000.00
Reinforcement (177,100 lbs.)	All Required		24,500.00
Two Tube Steel Railing	268 lin.ft.	17.50	4,690.00
	Subtotal		$134,135.00
	10% Engr. & Cont.		13,413.00
	Total		$147,548.00

Length of Roadway - - - - - - - - - - - - 3.591 Miles
Length of Structure - - - - - - - - - - - 0.025 Mile
Total 3.616 Miles

Cost of Roadway Per Mile - - - - - - - - $398,573.10

RETAINED IN PROGRAM STATUS

Traffic Striping	All Required		$ 1,500.00
	Subtotal		1,500.00
	10% Engr. & Cont.		150.00
	Total		$ 1,650.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,149,476.00	$1,364,900.00	$784,576.00
McCarty Cr. Br.	147,548.00	93,600.00	53,948.00
	$2,297,024.00	$1,458,500.00	$838,524.00
Retained in Program Status	$ 1,650.00	$ 1,000.00	$ 650.00
	$2,298,674.00	$1,459,500.00	$839,174.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

BURLINGTON-PORTLAND SECTION

NONPARTICIPATING

F-171(11)

Work by Portland General Electric	All Required	$ 2,200.00
Work by Burlington Water Dist.	All Required	300.00
Work by Western Union Co.	All Required	4,000.00
Move Mail Boxes	All Required	700.00
Railroad Protective Cost	All Required	7,000.00
		$14,200.00

Note: Railroad Construction cost will be charged to the structure contract which is scheduled for contract in July,1967.

Oregon State Highway Department

Federal Aid
Project No. F-171(11)

BURLINGTON-PORTLAND SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Revised PS & E Estimate

Salem, Oregon, April 21, 1967

Type Code 6201
Roadway (Sta. 282+50 to Sta. 473+87.54)

Clearing and Grubbing	All Required			$ 50,000.00
Ditch Excavation, Unclassified	1,050	cu.yds.	$ 6.00	6,300.00
General Excavation, Unclassified	504,300	cu.yds.	1.25	630,375.00
Embankment Foundation Excavation, Unclassified	14,800	cu.yds.	1.00	14,800.00
Finishing Roadbed and Slopes	All Required			6,000.00
Rounding Cutbanks	6,380	lin.ft.	0.20	1,276.00
Trench Excavation	7,360	cu.yds.	7.00	51,520.00
Special Backfill in Drains	150	cu.yds.	6.00	900.00
Watering	1,380	M-gals.	3.00	4,140.00
3/4" - 0 Material in Base	8,200	tons	2.35	19,270.00
Plant-Mix Stone Base	115,000	tons	2.35	270,250.00
Bituminous Base Mixture	36,300	tons	4.50	163,350.00
Asphalt in Bituminous Base Mixture	1,630	tons	28.00	45,640.00
3/4" - 0 Aggregate in Prime Coat	1,300	cu.yds.	4.25	5,525.00
RC-250 Asphalt in Prime Coat	200	tons	45.00	9,000.00
Asphalt in Tack Coat	8	tons	60.00	480.00
Class "B" Asphalt Concrete Mixture	45,000	tons	4.75	213,750.00
Asphalt Cement in Mixture	2,480	tons	28.00	69,440.00
Class "A" Concrete in Box Culverts	170	cu.yds.	65.00	11,050.00
Class "A" Concrete in Walls	650	cu.yds.	65.00	42,250.00
Reinforcement in Box Culverts	25,500	lbs.	0.15	3,825.00
Reinforcement in Walls	61,000	lbs.	0.15	9,150.00
8'10" x 6'1" Structural Plate Pipe Arch, 10 Gage	80	lin.ft.	60.00	4,800.00
12-inch Culvert Pipe	240	lin.ft.	3.75	900.00
18-inch Culvert Pipe	1,500	lin.ft.	5.25	7,875.00
24-inch Culvert Pipe	540	lin.ft.	8.50	4,590.00
30-inch Culvert Pipe	160	lin.ft.	10.50	1,680.00
36-inch Culvert Pipe	190	lin.ft.	14.50	2,755.00
48-inch Culvert Pipe	50	lin.ft.	25.50	1,275.00
8-inch Storm Sewer Pipe	280	lin.ft.	3.00	840.00
12-inch Storm Sewer Pipe	7,460	lin.ft.	4.00	29,840.00
15-inch Storm Sewer Pipe	330	lin.ft.	5.00	1,650.00
18-inch Storm Sewer Pipe	110	lin.ft.	6.00	660.00
24-inch Storm Sewer Pipe	300	lin.ft.	8.00	2,400.00
36-inch Storm Sewer Pipe	170	lin.ft.	15.00	2,550.00
6-inch Drain Pipe	1,620	lin.ft.	2.00	3,240.00

12-inch Drain Pipe	240	lin.ft.	$ 4.00	$ 960.00
Salvaging and Relaying Pipe	90	lin.ft.	5.00	450.00
Concrete Manholes	26	only	350.00	9,100.00
Special Manholes	1	only	650.00	650.00
Concrete Inlets, Type CG-1	20	only	100.00	2,000.00
Concrete Inlets, Type D	8	only	100.00	800.00
Concrete Inlets, Type Special D	1	only	250.00	250.00
Concrete Inlets, Type G-1	40	only	85.00	3,400.00
Concrete Inlets, Type G-2M	6	only	110.00	660.00
Curb Inlets	10	only	150.00	1,500.00
Special Inlets Boxes	2	only	1,000.00	2,000.00
Adjusting Manholes	1	only	75.00	75.00
Adjusting Inlets	1	only	50.00	50.00
Capping Inlets	1	only	50.00	50.00
Cutoff and Cap Manhole	1	only	100.00	100.00
Special Grate for Rubble Manhole	1	only	100.00	100.00
Special Grate for Rubble Inlet	1	only	100.00	100.00
Concrete Curbs	890	cu.yds.	45.00	40,050.00
Extra for A.C. Concrete Approaches	55	only	35.00	1,925.00
Guide Posts, W-1	160	only	8.00	1,280.00
Guide Posts, Y-1	35	only	8.50	297.50
Guard Rail	20,000	only	2.60	52,000.00
Type 2 Barricade	2,200	lin.ft.	3.50	7,700.00
Rail End Pieces	45	only	5.00	225.00
Guard Rail Blocks	1,450	only	1.50	2,175.00
Extra Guard Rail Posts	150	only	12.00	1,800.00
Salvaging Guard Rail	750	lin.ft.	1.00	750.00
Salvaging Type 2 Barricade	2,200	lin.ft.	0.75	1,650.00
Guard Rail - Salvaged Guard Rail	750	lin.ft.	1.00	750.00
Guard Rail - Salvaged Barricade	2,200	lin.ft.	1.25	2,750.00
Furnishing Field Laboratory Building	All	Required		500.00
Roadside Seeding	10	acres	100.00	1,000.00
Roadside Mulching	10	acres	175.00	1,750.00
Grass Seed Mixture	300	lbs.	1.00	300.00
Inorganic Fertilizer, 10-16-8	40	cwt.	6.00	240.00
Signing				
Sign Support Footings	All	Required		4,900.00
Breakaway Sign Posts	All	Required		6,990.00
Double Sign Posts	All	Required		920.00
Cantilever Sign Structure	All	Required		3,200.00
Sign Illumination Equipment	All	Required		1,210.00
Painted Wood Sign Posts	All	Required		1,300.00
Type "A" Signs in Place	948	sq.ft.	7.25	6,873.00
Type "C" & "D" Signs in Place	344	sq.ft.	4.50	1,548.00
Type "E" Signs in Place	94	sq.ft.	4.50	423.00
Type "P" Signs in Place	33	sq.ft.	7.50	247.50
				$1,860,345.00

Flagging (57½% of Contractor's Cost)	All Required		$ 25,000.00
	Subtotal		$1,885,345.00
	*10% Engr. & Cont.		188,034.00
	Total		$2,073,379.00

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Type Code X021
McCarty Creek Bridge No. 1740A (Sta. 287+56 to Sta. 289+86)

Remove Old Bridge and Provide for Traffic	All Required		$ 7,000.00
Structural Excavation	65 cu.yds.	$ 10.00	650.00
Furnish 16-inch Prestressed Piling	4,460 lin.ft.	6.00	26,760.00
Drive Prestressed Piles	72 only	100.00	7,200.00
16-inch Prestressed Pile Extensions	50 lin.ft.	10.00	500.00
Class "A" Concrete (736 cu.yd. @ $85.00)	All Required		62,560.00
Reinforcement (177,100 lbs. @ $0.14)	All Required		24,794.00
Two Tube Steel Railing	268 lin.ft.	16.00	4,288.00
	Subtotal		$ 133,752.00
	10% Engr. & Cont.		13,375.00
	Total		$ 147,127.00

Length of Roadway - - - - - - 3.591 Miles
Length of Structure - - - - 0.025 Mile
Total - - - - - - - - - - - - - 3.616 Miles
Cost of Roadway Per Mile - $577,382.06

Retained in Program Status

Traffic Striping	All Required	$ 1,500.00
	Subtotal	$ 1,500.00
	10% Engr. & Cont.	150.00
	Total	$ 1,650.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,073,379.00	$1,316,600.00	$756,779.00
McCarty Cr. Br.	147,127.00	93,400.00	53,727.00
	$2,220,506.00	$1,410,000.00	$810,506.00
Retained in Program Status	1,650.00	1,000.00	650.00
	$2,222,156.00	$1,411,000.00	$811,156.00

BURLINGTON-PORTLAND SECTION

NONPARTICIPATING

F-171(11)

Work by Portland General Electric	All Required	$ 2,200.00
Work by Burlington Water Dist.	All Required	300.00
Work by Western Union Co.	All Required	4,000.00
Move Mail Boxes	All Required	700.00
Railroad Protection Cost	All Required	7,000.00
		$14,200.00

Note: Railroad construction cost will be charged to the structure contract which is scheduled for contract in July 1967.

RECEIVED
DEC 9 - 1968
FOR FILING

F-171(11)
7009

December 6, 1968

Oregon State Highway Commission

Gentlemen:

A slide condition has developed near Riverview Road approximate M.P. 3.4 on the Burlington-Portland Section of the Columbia River Highway in Multnomah County. The problem involves the failure of the main line cut slope which threatens a frontage road above. It is desirous to make the corrections on this slide at the earliest opportunity. The estimated construction cost for the proposed work is $25,000.

I request your approval to place this project on the current State Construction Program for contracting in the early spring of 1969.

This matter will be on the agenda for your consideration at the December 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
D. J. Barbee
F. D. Morgan
C. H. Maison
L. W. Rulien

BLG:bb fn

RECEIVED
DEC 4 - 1968
FOR FILING
F-171(11)
7009

November 13, 1968

Slate-Hall
11655 S. W. Barbur Boulevard
Portland, Oregon 97223

Gentlemen:

The State Highway Commission at its meeting on November 12 considered your request for an extension of time on Contract No. 7009 on the Burlington-Portland Section of the Columbia River Highway in Multnomah County.

After careful consideration, the Commission granted you an increase of 60 calendar days.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc L. W. Rulien
Roy Pyle
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. H. Maison
Bureau of Public Roads

This resume deals entirely with the area affected by the R. R. relocation which is identified by Price Agreement No. 3 and does not include various other delays in the project due to causes other than our own.

May 22, 1967 - began construction Contract No. 7009.

It was our plan to start grading the cut at Sta. 380 to Sta. 390 but due to the anticipated R. R. relocation in this area we were unable to commence grading until October 9, 1967.

May 22 to October 9 Loss 141 calendar days

October 25 we had to shut down due to the risk of collapsing a building Sta. 388. This building was to have been disposed of in Price Agreement No. 3.

October 25 to November 1 Loss 6 calendar days

On November 21 we completed grading the highway detour for the first stage of the R. R. underpass structure.
From November 22 to January 2, 1968 we attempted to rock and pave this detour but we were stopped by bad weather.

November 21 to January 2 Loss 42 calendar days

On May 22 we completed grading the detour for the second stage of the R. R. underpass structure.
From May 23 to June 9 we attempted to rock and pave this detour but we were stopped by bad weather.

May 23 to June 9 Loss 18 calendar days

These two weather delays directly affect the progression of work on the structure.

On September 11 the R. R. structure and road bed were made available for the R. R. company to perform their work which they are still doing.

Loss of time so far 207 calendar days

This request for additional time is based on the R. R. company having completed their work allowing us to proceed by October 7, 1968.

The relocation of the power lines on the entire project has been a constant problem during the first year. It has caused indeterminable delays and slow-downs as can be corroborated by state personnel directly concerned.

We are submitting this request for your determination, and if needed will supply details on other time delays not pertaining to Price Agreement No. 3.

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage St. NE - Salem OR 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 1, 1968

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-171(11)
Burlington-Portland Section
Columbia River Highway

Reference is made to Mr. Klaboe's letter of October 31, 1968 relating circumstances justifying a time extension of 138 days and requesting approval for 60.

Review of the information set forth in the letter reveals the delay to have been clearly the result of the added work requested by the State, and we hereby concur in the 60 day extension of time.

11-1-68

RECEIVED
NOV 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 6 - 1968
FOR FILING
E-171(11)
1117

November 6, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 6
November 12, 1968 meeting

Gentlemen:

Slate-Hall, contractor on the Burlington-Portland Section of the Columbia River Highway in Multnomah County, Contract No. 7009, has requested an increase of 45 calendar days.

A railroad overcrossing structure was added to this contract by Price Agreement and constituted a major addition to the work. At the August 29, 1967 Commission meeting, the contractor was granted 75 additional days to perform the added work. Between the time the work order was signed, the revision was completely staked, and utilities moved so that the contractor could begin work, 47 calendar days had elapsed. An extension of 47 calendar days is justified.

Two detours were required for the railroad overcrossing work at two separate times. Unsuitable winter weather conditions delayed the contractor's construction of these detours and directly affected his work on the railroad structure. These delays amounted to 60 calendar days and an extension in this amount is justified.

Extra work added to the contract (not including the Price Agreement mentioned above) as unanticipated items and overruns in the contract items justify an extension of 31 calendar days.

To sum, the reasons enumerated above were them justify an increase of 60 calendar days which should eliminate all anticipated liquidated damages. We have BPR approval of this action and your approval is now recommended.

This matter will be on the agenda for your consideration at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

DES:fw lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien

In sum, the reasons enumerated above more than justify an increase of 60 calendar days which should eliminate all anticipated liquidated damages. We have BPR approval of this action and your approval is now recommended.

This matter will be on the agenda for your consideration at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

DES:fw lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1968

SUBJECT: Extension of Time
Burlington-Portland Section
Columbia River Highway
Contract No. 7009

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Slate-Hall, contractor on the subject contract, the attached request for an increase of 45 calendar days. The contractor's request is based on delays connected with the railroad structure which was added to the project by Price Agreement No. 3. The contractor has intimated that other reasons also delayed his progress (there were some significant contract quantity overruns and 20 Price Agreements and Extra Work Orders).

When Price Agreement No. 3 (the Nehalem Boom Overcrossing) was prepared on August 23, 1967, the contractor requested and was granted 75 additional calendar days to perform the work. The revision involved in this railroad undercrossing was not completely staked and utilities moved so that the contractor could begin work until October 9, well into the fall and poorer weather. This delay of 47 calendar days justifies a like extension.

From November 21, 1967 until January 2, 1968, the contractor was unable to complete highway detours around the railroad structure due to unsuitable weather conditions which would have precluded his performing acceptable work. A similar delay occurred between May 22 and June 9, 1968. Construction of the detours around the railroad was essential to the actual construction of the railroad overcrossing. These two delays, both directly related to the Price Agreement No. 3 overcrossing work, justify an extension of 60 calendar days. At the present time, the contractor is in the process of removing the old railroad structure (also part of the Price Agreement) and has the roadbed work in the vicinity of the structure to complete plus handrail reconstruction on a partial viaduct (which was also recently added by extra work).

Not counting the Price Agreement railroad work and flagging, unanticipated items plus overruns in contract work amount to more than $150,000. This justifies an increase of 31 calendar days on a time-money basis.

The reasons listed above justify an extension of 138 calendar days. Liquidated damages on this contract accrue at the rate of $300 per day. The authorized time expired October 9, 1968 and the estimated completion date is now November 22, or 44 days of anticipated liquidated damages. We recommend that the calendar days be increased by 60 which should eliminate all anticipated liquidated damages.

This matter has been discussed with the Bureau of Public Roads' Assistant Area Engineer who agrees that our reasons for granting an extension appear to be valid and will recommend for concurrence.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:fw
Attach.
cc L. H. Young

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7009 Contractor Slate-Hall Construction

Highway Columbia River

Section Burlington-Portland

Kind of Work Grading, Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

A delay in staking railroad revision and moving utilities, a delay in constructing highway detours plus overruns in contract work justify an increase of 60 calendar days.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7009
Project designation	F-171 (11) State-Federal
Date awarded	May 22, 1967
Work started	May 22, 1967
Per cent completed	94% Oct. 7, 1968 Date
No. of Calendar days Allowed	495
No. of Calendar Days Used	493
No. of Added Calendar Days Requested	60

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 30, 19 68

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 495 days to 540 days, within which to complete our Contract No. 7009, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached resume

Respectfully submitted,

SLATE-HALL
Contractor

By James M Lemlack
Project Manager

CONSENT OF SURETY

Date OCTOBER 1, 19 68

We, GREAT AMERICAN INSURANCE COMPANY, AND, SEABOARD SURETY COMPANY,

, as

equal Co-Sureties,
~~surety~~ on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: FRED C. REED Attorney-in-fact
COUNTERSIGNED: WELLS-REED-WOOD-WEST Co.
BY: Resident Agent

SEABOARD SURETY COMPANY
BY: Ethel Hold (SEAL) Attorney-in-Fact
COUNTERSIGNED: HANSEN & ROWLAND, INC. (of Oregon)
BY: E Hold, Resident Agent
Asst. Sec'y.

RECEIVED
NOV 1 - 1968
F-171(11)
7009

October 31, 1968

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7009, the Burlington-Portland grading, paving, structures, and signing project on the Columbia River Highway in Multnomah County is anticipated. Slate-Hall of Portland is the contractor. This is a Federal-aid primary project for which the original project authorization was $2,384,790.80. This authorization was increased by your action of August 29, 1967 to $2,835,128.80. The present anticipated cost is $3,028,745.61, indicating an additional overrun of $193,617.31 or 6.83 percent.

The first increase in authorization was due to the addition of the Nehalem Boom Railroad Overcrossing, a major change which was made at a very early stage of construction. The reasons for the current overrun are increases in contract quantities of bituminous base, asphaltic concrete and concrete in retaining walls, and more complex utility adjustments. The bituminous base mixture and asphaltic concrete were increased to remove irregularities in the existing roadway before final paving, widening to provide additional left-turn refuge areas, and for the extension and improvement of detours. The concrete retaining walls were in fill areas adjacent to the railroad and because of restricted clearances, the foundations had to be redesigned requiring greater quantities. The cost of relocating a power line was underestimated originally, and the relocation work was increased by a slide and unstable cut slopes that developed during the progress of the highway widening work.

This matter will be presented at the November 12 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Quary
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

JAB:DES:fw fn

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1968

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Overrun of Project Authorization
Burlington-Portland Section
Columbia River Highway
Contract No. 7009

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading, paving, structure and signing is under contract to Slate-Hall of Portland. The original project authorization was increased to $2,835,128.80 by Commission action on August 29, 1967. This increase was required by the addition of the Nehalem Boom Railroad Overcrossing at a much earlier stage of construction. The present anticipated cost is $3,128,745.61, indicating an additional overrun of $293,617.31 or 10.36 per cent.

The major reasons for this overrun are due to increases in the bituminous base, Class "B" Asphaltic Concrete, Class "A" Concrete in Retaining Walls, and utility adjustments. The bituminous base mixture was increased in order to surface the widened median through the southerly portion of the project and to provide for leveling the old existing pavement throughout the project. The Class "B" Asphaltic Concrete was increased in order to lengthen a detour to provide for traffic and as a replacement for old existing PCC pavement removed. Some extra asphaltic concrete was also used for leveling the existing pavement. The overrun in concrete retaining walls was caused by a design change in four retaining walls and the addition of one wall near the Sauvies Island bridge. Because of restricted clearance between the roadbed fill and the railroad, the footings for all the walls had to be changed from the standard spread footing to an "L" type which required more concrete and steel. These overruns in the contract items amounted to more than $90,000.

The overrun in utility adjustments was primarily caused by an unanticipated adjustment of the Burlington Water District facilities. This work was done by extra work and involved a major line relocation with a new pump and pump vault. A large portion of the water mains were not salvageable which required additional funds. This additional work amounted to $100,000. There was an overrun in the utility adjustments to Portland General Electric facilities which amounted to more than $57,000. The cost of adjusting the electrical facilities was under-estimated and due to access road conflicts and slope revisions a considerable increase in the work was required.

There was an overrun in engineering. This contractor had five and six subcontractors working long hours on different shifts. This required considerable overtime by both survey crews and inspectors. There were a number of personnel transferred to this project from other Divisions and their moving expenses and per diem allowance were also charged to this project.

It is recommended that the project authorization be increased by $293,617.31.

A rough draft of a letter to the Highway Commission is attached.

changed to reflect a utility

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:fw

Attach.

cc: L. H. Young

RECEIVED
OCT 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1968
FOR FILING
F-171(11)
1009

October 31, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Burlington-Portland Section, Columbia River Highway, Project No. F-171(11)

We have received from Slate-Hall, contractor on this project, a request for an increase of 45 calendar days. The contractor's request is based on delays in connection with work done by Price Agreement on the Nehalem Boom Railroad overcrossing structure.

When Price Agreement No. 3 (the Nehalem Boom Overcrossing) was prepared on August 23, 1967, the contractor requested and was granted 75 additional calendar days to perform the work. The revision involved in this railroad undercrossing was not completely staked nor were the utilities moved; therefore, the contractor could not begin work until October 9, well into the fall and poorer weather. This delay of 47 calendar days justifies a like extension.

From November 21, 1967, until January 2, 1968, the contractor was unable to complete highway detours around the railroad structure due to unsuitable weather conditions which would have precluded his performing acceptable work. A similar delay occurred between May 22, and June 9, 1968. Construction of the detours around the railroad was essential to the actual construction of the railroad overcrossing. These two delays, both direcgly related to the Price Agreement No. 3 overcrossing work, justify an extension of 60 calendar days. At the present time, the contractor is in the process of removing the old railroad structure (also part of the Price Agreement) and has the roadbed work in the vicinity of the structure to complete plus handrail reconstruction on a partial viaduct (which was also recently added by extra work).

Not counting the Price Agreement railroad work and flagging, unanticipated items plus overruns in contract work amount to more than $150,000. This justifies an increase of 31 calendar days on a time-money basis.

The reasons listed above justify an extension of 138 calendar days. It is our recommendation that the calendar days be increased by 60. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
C. H. Maison
L. H. Young
L. W. Rullen

DES:fw srb

FORM E-123

RECEIVED
OCT 7 1968
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

F. 1711(11)
7009

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 4, 1968

AGENDA
NOV 12 1968
2 f-1

Oregon State Highway Commission

Re: Institution of
Legal Proceedings

Gentlemen:

Garrold Wicks vs. State of Oregon, L-5882: On September 27, 1968 the Commission's Secretary was served with summons in the above entitled case. The complaint was filed in Multnomah County Circuit Court. Plaintiff, in effect, asks for damages to his property by reason of the widening, construction and improvement of the Lower Columbia River Highway in the vicinity of the community of Burlington. The claim is that during construction there was a change in grade of the established highway thereby impeding ingress and egress to plaintiff's adjacent property. Damages are asked in the amount of $7,500.00.

It appears from preliminary investigation that the department has let a contract for improvement of the Burlington-Portland Section of the above highway (Contract No. 7009). The highway was widened within the existing right of way adjacent to property owned by plaintiff on which he conducts a service station business. The extent of grade change and its effect, if any, on plaintiff's property has not yet been determined. These facts are being investigated and appraisals will be made preparatory to filing an appearance in the case on behalf of the Commission.

Under ORS 105.755 the Commission is liable for and shall pay just and reasonable compensation for any public road or State highway by reason of the changing of the grade from that previously established or maintained.

In this instance damages will be payable if there has been such a change in grade and it has resulted in damages. The facts with respect thereto and appraisal of damages will be made and if such are found, negotiations will be commenced to settle the same. Should we

NOTED
FLOYD OUERY

be unable to negotiate such a settlement the case will be tried to determine the compensation.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg

cc - Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Floyd Query
Mr. D. H. Moehring
Mr. C. H. Maison
Mr. E. S. Hunter
Mr. Robert Y. Thornton

Form E-372 (Rev. 10-66)

F-171(11)
7009

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Burlington-Portland **Date** September 23, 1968

Highway Columbia River **Contract No.** 7009

County Multnomah **Kind of Work** Grading, Paving, Structure & Signing **Contractor** Slate-Hall

	Authorized	Estimated
Contract Amount	$2,141,309.90	$2,244,404.52
Anticipated Items	55,700.00	124,882.00
Contingency (4½%)	436,509.67	487,459.09
Engineering	201,609.23	272,000.00
Credits		100,000.00 **
PROJECT COST	$2,835,128.80	$3,028,745.61
	NET INCREASE $	193,617.31 or 6.83%

STATE HIGHWAY COMMISSION APPROVED BY DATE 11-12-68

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount		Net Change
(C) Bid Item #12, Bituminous Base Mixture	$161,950.00	+	$ 18,187.60
(C) " " 13, Asphalt in Bituminous Base Mixture	60,500.00	+	17,215.00
(C) " " 17, Class "B" Asphaltic Concrete	214,200.00	+	23,356.00
(C) " " 18, Asphalt Cement in Mixture	84,150.00	+	15,372.50
(C) " " 20, Class "A" Concrete in Retaining Walls	45,150.00	+	16,310.00
(A) S.F.O. Nos. 1, 2 & 7, Adjust Utilities (PGE & Western Union)	63,682.00	+	57,182.00
(U) P.A. No. 1 Furnish & Install 30" Storm Sewer	300.00		
(U) P.A. No. 2 Remove 42" Culvert & Install new 42" Culvert	1,144.00		
(U) P.A. No. 3 Construct Nehalem Boom RR O'Xing	* 341,656.25		
(U) P.A. No. 4 Construct Rock Inlay	1,000.00		
(U) P.A. No. 5 Furn. & Install Guard rail on Retaining Wall	5,600.00		
(U) P.A. No. 6 Furnish and Install 48" Culvert	3,373.00		
(U) P.A. No. 7 Construct A. C. on McCarty Creek Detour	2,619.90		487,459.09
(U) P.A. No. 8 Construct Timber Access Ramp	830.00		

(OVER)

Principal reasons for overruns (Continue on reverse side): Bituminous base and AC overrun was caused by additional leveling, replacing old PCC pavement and extending a detour. Restricted clearance between roadbed fill and railroad required a change in the footing design for retaining walls causing an increase in concrete. Burlington Water District facilities adjustment was unanticipated, was done under extra work involving a very extensive relocation.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ Roy W. Pyle — Resident Engineer

Noted by For Construction or Bridge Engineer

Confirmed by /s/ D. H. Haller — Ass't. Division Engineer

Noted by Assistant Deputy State Highway Engineer

SP**23780-734

Major Overruns & Underruns (Continued)

(U) P.A. No. 9, Remove Concrete Retaining Wall	$ 600.00	
P.A. No. 10, Furn. & Install 8" Drain Pipe	2,700.00	
P.A. No. 11, Slide Correction	7,480.00	
P.A. No. 12, Construct Rock Inlay	2,790.00	
P.A. No. 13, Furn. & Install 22" x 13" Arch Pipe	284.80	
P.A#14 , Substitute Overlay Material on Type "P" Signs	0.00	
P.A. No. 15, Repair Deck joint on McCarty Creek Bridge	1,100.00	
SFO No. 6, Mud-Jack under existing PCC	7,862.28	
SFO No. 8, Slide Removal	1,000.00	
EWO No. 3, Adjust Burlington Water District facilities	100,000.00	**
EWO No. 4, Construct Speed Signs	1,263.86	
EWO No. 5, Temp. Reflectorized Delineators	2,150.00	
EWO No. 6, Additional Signing	2,700.00	
(U) EWO No. 7, Slide Correction	1,000.00	

** This amount was included in the first request for additional authorization and is also included in the authorized contingency amount.

RECEIVED
SEP 30 1968
FOR FILING

SP°23500-734

E-171(11)
709

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 23, 1968

SUBJECT: Burlington-Portland Section
Columbia River Highway
Contract No. 7009

To:

Mr. L. W. Rullen
Division Engineer
State Highway Department
P. O. Box 02157
Portland, Oregon 97202

ATTENTION: Mr. D. H. Haller, Jr.

The slope revision in the vicinity of Station 460, as proposed in your letter of September 20, has been discussed with Mr. Klaboe. Approval was received to proceed with this plan.

It is understood the estimate of costs for acquiring the Sears and Cole property is not firm. In the event these costs prove to be excessive, some alternate plan should be considered.

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED by G. L. DECKER

By

G. L. Decker
Assistant Construction Engineer

GLD:fw

cc F. B. Klaboe

RECEIVED
SEP 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1968

F-171(11)

1067

Thaddeus Bruno, Mayor
Portland

September 20, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 7009
Prefix 26-1080
FAP F-171(11)

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering grading an old logging road to provide access for the Bonneville Power Administration on the Burlington-Portland Section of the Columbia River Highway in Multnomah County.

During the relocation of the S.P. and S. Railroad and grading for the Stage 1 detour a portion of the access road used by the Bonneville Power Administration was obliterated.

The work to be done consists of reshaping an old logging road to provide access to the B.P.A. and to private land owned by the Union Bond and Trust Co.

This work was tentatively recommended for approval by the BPR Area Engineer, September 18, 1968.

Your approval as of September 18, 1968 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

EHW:bb

9

F-171(11)

RECEIVED
SEP 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.

Date AUG 28 1968 By L. H. Young
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Burlington-Portland Date August 29, 1968

Highway Columbia River Contract No. 7009

County Multnomah Prefix 26-1080

Contractor Slate-Hall F. A. Project No. F-171(11)

Address 11655 S. W. Barbur Blvd., Portland, Oregon Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Additional scaling and removal of fallen material on rock slope failure. Provide flagmen and watchman when required.

Location by station numbers:

459 - 463

Estimate of quantities and cost:

Labor and Equipment $1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work in area has been completed. Joints in rock slope are opening and rock has fallen on highway shoulder. Contractor had watchman on duty overnight August 28. Telephone approval for this order received by Division Office from John Bond effective August 28, 1968.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,835,128.80
Present estimate of project cost, including $1,000.00 for work under this order	$3,050,817.37
Expected ~~under-run~~ over-run amount	$215,688.57
Expected ~~under-run~~ over-run per cent	7.6%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Roy W. Pyle
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ D. H. Haller Asst.
Division Engineer

Approved: /s/ L. H. Young 9-16-68
Deputy State Highway Engineer

1577 734

RECEIVED
AUG 15 1968
FOR... Region
Wash DC

8-1-68

USBR (Revised) PROJECT STAGE INSPECTION REPORT
~~INTERMEDIATE-CONSTRUCTION-INSPECTION-REPORT~~
(PPM 20-6.1)

BUREAU OF PUBLIC ROADS

F-171(11)

ac

REGION NO.	REPORT NO.	COUNTY	STATE
8	*	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-1-68	W. N. Bryant, Asst Area Engr	F171(11)

IN COMPANY WITH
Roy Pyle, Resident Engineer

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	85 %	80 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

BURLINGTON - PORTLAND CITY LIMITS
COLUMBIA RIVER HIGHWAY

* Phase Inspected: Asphaltic Concrete Pavement - Production, Placement, Quality and Quantity Control, and Records.

1. CONCLUSIONS:

A. The production, placement, quality control, quantity control, and record keeping are considered satisfactory.
B. The point of sampling, frequency of sampling, and testing methods are substantially as required by the specifications and other established guide lines.
C. The signing of the project is considered adequate. Flagmen, barricades, signs and other traffic control devices are in reasonably close conformity with requirements of the State's Manual of Uniform Traffic Control Devices, Technical Bulletin No. 28.
D. The project is considered adequately staffed with qualified personnel and properly equipped.

2. COMMENTS:

At the time of the inspection the contractor was placing Class "B" Asphalt Concrete Mixture on the west-bound traffic lanes in the vicinity of Sta 450. Two paving machines were being used in order to obtain a hot joint between traffic lanes. The procedure being used was to pave approximately a 500 foot long panel with one paver at a time. While this procedure prevented a continuous operation of the pavers the results being obtained appeared to be very good. The type of rollers and the rolling pattern being used were found to be as specified. The laydown machines, equipped with 40 foot skis, were found to meet the requirements for automatic controls, both longitudinal and transverse.

The surface smoothness was being checked with a 10 foot straightedge. The results being obtained were found to be within the tolerance specified. (0.012/10 feet).

(more)

EDITION OF 8-60 MAY BE USED

The contractor is rapidly closing the gap between the percent of time elapsed and percent of work completed. It is expected that the project will be completed within the contract time.

A copy of the notes taken during the inspection are attached to the Division office copy of this report.

RECEIVED
AUG 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1968
FOR FILING

F-171(11)
7009

July 16, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

6666

Re: Burlington-Portland City Limits
Oregon Project F-171(11)
Contract No. 7009

Your File: 08-35-DA

Dear Sir:

Since your inspection report dated April 22, we have done a considerable amount of research into the thickness of the McCarty Creek Bridge deck and find that in one isolated case the 17-inch deck is thin by 5/8-inch. Your comment on the June 5 inspection indicating that the average deck thickness was thin by 1/4-inch is in error. The average thickness is 1/4-inch thicker than the depth specified.

The location of steel has been determined to be located according to plan. The coverage of the steel is deficient from the plan dimension in the thin area noted above. This deficiency is of no consequence since the structural design includes an allowance of 1/2-inch for wear. This structure is to be covered with an AC wearing surface; consequently, there will be no wear.

The high side of the longitudinal joint has been ground as you have requested. The depth of the high water-cement ratio paste was insignificant and not measurable.

We concur with your recommendation that some treatment be given to the longitudinal deck joint. This will be accomplished with an epoxy dam constructed after the AC overlay has been placed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

AAR:jf/TE:ja

FORM PR-33A (REV. 3-65) cc: OSHD

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONTACT
INTERMEDIATE CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
8	Contact	Multnomah	Oregon
DATE OF INSPECTION	INSPECTION MADE BY		PROJECT NO.
6-5-68	W. N. Bryant, Assistant Area Engr	W. R. Grafe, Area Engr	F-171(11)
IN COMPANY WITH	Al Harwood, Asst Div Engr, OSHD; Roy Pyle, Res Engr, OSHD; J. Wilson, Res Br Engr, OSHD		
QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	74 %	64 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

BURLINGTON - PORTLAND CITY LIMITS
COLUMBIA RIVER HIGHWAY
Grading, Paving, Structures and Signing

1. COMPLETED WORK:

Clearing	95 % complete
Drainage	81%
Grading	98%
Base	51%
Oil and paving	05%
R.R. Structure	53%
McCarty Creek Structure	99%
Walls	complete

2. WORK IN PROGRESS:

McCarty Creek Bridge - Two men hand sloping embankment under the structure.

R.R. Structure - Two men hand finishing walls.

Front-end loader and three trucks hauling and placing rock inlay material at north end of project.

On blade scarifying existing AC pavement at south end of McCarty Creek Bridge.

3. REMARKS:

No additional work can be performed on the railroad structure, except minor finishing, until the existing roadway (detour section) is removed. The contractor plans to pave a section of the new grade over the completed portion of the R.R. structure the first of next week if weather conditions permit. The paving subcontractor has his AC plant set up at the crusher site and is ready to operate.

(more)

EDITION OF 5-60 MAY BE USED

The main purpose of this inspection was to determine what should be done, if anything, to correct the difference in elevation between the Stage I and Stage II deck sections on the McCarty Creek Bridge. This problem was discussed in the next previous report. The Bridge Resident Engineer ran profile levels, longitudinal and transverse, on both the top and underside of the deck. The deck thickness was found to vary from the planned thickness between +1/2" to -5/8" with the average being -1/4". In addition to those probable causes listed in the previous report it appears that the pulling of paste toward the joint during the State II deck finishing operation resulted in a raised area (¼" - ½" high) adjacent to and parallel with the planned joint. The State representatives present indicated that they considered the deck thickness structurally adequate. Also, because the plans call for a 2" AC wearing course on the deck they felt the difference in deck elevations would not result in any serious problems. It was strongly recommended that some grinding be done, at least adjacent to the joint, in order to remove the high water-cement ratio paste prior to placing the AC. It was also recommended that steps be taken to determine if adequate cover exists over the reinforcing steel.

During the inspection it was noted that under truck traffic a midspan deck deflection of approximately 1/4" was being experienced. It was also noted that the plans did not make any provisions for a joint in the AC wearing course. It was recommended that some form of joint be provided in the AC pavement in order to control cracking and prevent spalling of the pavement.

Changes

The following changes are presently being processed by the State. Approval of each is recommended:

PA #11 in the amount of $12,475 provides for additional clearing and excavation between Stas 411 and 419.

PA #12 in the amount of $2,250 covers 750 CY of rock inlay on eroded slopes between Stas 277 and 335.

PA #13 in the estimated amount of $37,287.50 provides for furnishing and installing rock bolts between Stas 458+50 and 461+25.

RECEIVED
JUN 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR-39A (REV. 3-65)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-8.1)

REGION NO.	REPORT NO.	COUNTY	STATE
8	Contact	Multnomah	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
4/22/68	W. N. Bryant, Ass't. Area Engineer		F-171(11)

IN COMPANY WITH
Roy Pyle, Resident Engineer-OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	65% %	61% %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

BURLINGTON-PORTLAND CITY LIMITS
Columbia River Highway
Grading, paving, structures and signing

1. COMPLETED WORK

Clearing	95%	Oil & paving	4%
Drainage	81%	R.R. Structure	35%
Grading	98%	McCarty Creek Str.	97%
Base	40%	Walls	100%
		(except for wall & Sta. 410 which has not been started)	

2. WORK IN PROGRESS

McCarty Creek Bridge - Foreman and two men stripping forms. Structure is complete except for form stripping, finishing, and rail placement.

Sta. 305 Area - One drag line dressing up fill slopes.

Sta. 335-355 Area - One steel-wheel roller, one #12 blade, one dump truck, one #14 blade and two flagmen excavating old roadway shoulder in preparation for base rock.

Crusher - Subcontractor crushing 1/4 minus paving aggregate. All crushing is expected to be completed next week.

Railroad Structure - Ten men and boom truck forming wing-wall and stripping forms. D-4 tractor building haul road to facilitate placement of wall backfill. One driller, 600 CFM compressor and air track drilling trench for rigid frame

3. REMARKS

A review of the materials reports indicates the material being produced and incorporated into the work is within the specification limits. The resident report that an accident with one fatality occurred at 12:50 AM on March 29, 1968. The vehic e traveling west hit the westerly cut bank at Sta. 390+50 at an estimated speed of 90 MPH. Standard detour signs and Type H barricades were in place on the easterly side of the roadway from the Sauvies Island bridge to a point beyond the accident. Construction Speed 45 MPH signs were in place throughout the project. A citation was issued the operator for violation of the basic rule.

(more)

EDITION OF 5-60 MAY BE USED

Remarks-Continued

During the inspection it was noted that the Stage I deck section of the McCarty Creek bridge was approximately 1-1/4 inches lower in elevation (at least at the joint) than the Stage II deck section. It appears that the problem is the result of the following combination of things:

1) The deck finishing machine used on the Stage II Section was too heavy for its traveling rails and the span between screed posts. As a result the rail deflected which resulted in the final elevation of the deck between the screeds being lowered while the elevations outside the screeds was raised.

2) The settlement of the falsework was less than anticipated.

The contract plans call for a 2-inch AC wearing course; however, it is felt that steps should be taken to make certain that the required thickness of deck was obtained and that the joint problem is corrected either by grinding or some other satisfactory means prior to placement of the wearing surface. The resident engineer indicated that additional deck elevations would be taken as well as cores, if considered necessary, to determine the thickness of the deck.

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

F-171(11)
7009

RECEIVED
JUN 28 1968
SR

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 25, 1968

Northern Pacific Railway Company
Properties & Industrial Development Dept.
820 Central Building
Seattle, Washington 98104

ATTENTION: Mr. Richard D. Larson
Western Manager
Industrial Development

Re: Supplement to Easement No. W-14831-C
(R.W. 6520)
Burlington-Portland Section
Columbia River Highway
Multnomah County
Contract No. 7009
Project No. F-171 (11)
R/W File: 38935

Gentlemen:

With your letter dated April 30, 1968, you submitted duplicate counterparts of a supplement to the above-captioned easement amending the description of the original easements to include properties between Burlington and Portland required for the construction of the highway.

In Paragraph 2 of your supplement, you indicate that the State should pay to the Railway a sum of $5,160 as consideration for the additional premises added to the easement. You indicate in your letter that this value is based on a land value of $2,000 per acre.

Our appraisers agree that $2,000 per acre is not an excessive amount to request for this property, however, parcels 1 through 6 are for slope easement and parcels 7 and 8 are for temporary easements, not fee takings. Our appraisers have based their value upon the fact that the railway will have full use of all the land under parcels 1 through 6 so long as such use is not permitted to destroy the lateral support of the highway. Parcels 7 and 8 are for temporary easements which will revert to the railway upon completion of construction. Therefore, no value is assigned to these parcels. Consequently, we feelthat our reviewed appraisal of $2250 is adequate compensation for the State's use of this property.

After re-examination of your appraisals of this property, if you find that you cannot agree with our position in this matter, I would suggest that a joint field inspection be made by both Railway and State appraisers so that we may arrive at a mutually acceptable consideration for this property.

E. B. KLABOE
NOTED

I will hold the duplicate counterparts of Supplement No. 2 of the Easement until we have reached agreement on this matter, after which I will submit them to the Highway Commission for signature.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe ✓ (w/copy of NPRR letter)
L. W. Rulien "
D. H. Moehring "
J. K. Scott "
C. E. Smith "
Jack Hesla "

RECEIVED
JUN 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NORTHERN PACIFIC RAILWAY

NORTHERN PACIFIC RAILWAY COMPANY

PROPERTIES AND INDUSTRIAL DEVELOPMENT DEPARTMENT
820 CENTRAL BUILDING
SEATTLE, WASHINGTON 98104

RICHARD D. LARSON,
Western Manager,
Industrial Development

April 30, 1968

RECEIVED
APR - 1968
CONSTRUCTION
DIVISION

Routing
Peasc
Morelock
L. M. JENNER
F. R. ERWIN
R. E. MUNN
Industrial Agents
Wills
Litchfield
Olson
Bond
Barbee
Walker
Glenn
Swan

State of Oregon
Department of Highways
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Gentlemen:

Attached are two copies of a supplement to Easement No. W-14831-C (R.W. 6520) amending the description of the original easement to include certain properties between Linnton and Burlington, Oregon

You will note that the consideration is for the amount of $5,160 which is based on a land value of $2,000 per acre.

If the attached meets with the approval of the State, will you please arrange for execution and return the carbon copy to me for our records.

Yours very truly,

RICHARD D. LARSON
Western Manager
Industrial Development

By: A. G. Grissom /rk
A. G. GRISSOM
Asst. Industrial Agent

AGG/rk

RECEIVED
MAY 1 - 1968
OREGON
STATE HIGHWAY COMMISSION

Form E-208—5M

F-171(11)
7009

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon [illegible] project agreement [illegible] funds are req[illegible]

JUN Date 5 1968 By [signature]

G-1P Title Dist. Engineer

U.S. Bureau of Public Roads

Project Name Burlington-Portland Section Date June 14, 1968

Highway Columbia River Contract No. 7009

County Multnomah Prefix 26-1080

Contractor Slate-Hall F. A. Project No. F-171(11)

Address 11655 S.W. Barbur Blvd., Portland, Oregon 97223 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install "Construction Speed" and two way traffic signs.

RECEIVED
JUL 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers: Throughout project, spaced in accordance with standard drawing S-9

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Materials	$ 1,800.00
Labor	700.00
Equipment	200.00
	$ 2,700.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Existing two laneroad is being widened to four lanes. It is necessary to confine traffic to two lanes during base and pavement construction.

Signs have been ordered, after telephone approval was received by Al Harwood from John Bond, June 13, 1968.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,835,128.80
Present estimate of project cost, including $ 2,700.00 for work under this order	$2,960,010.68
Expected ~~under-run~~ over-run amount	$ 124,881.88
Expected ~~under-run~~ over-run per cent	4.40%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Roy W. Pyle, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or ~~Engineer~~ For

Approval Recommended: /s/ D. H. Haller, Jr.

Approved: /s/ L. H. Young

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: June 12, 1968

In reply refer to: 08-35-DA

F-171(11)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-171(11)
Burlington - Portland City Limits

Attached for your information are copies of Contact Construction Inspection Reports dated April 22 and June 5, 1968. These reports indicate that the two deck sections of the McCarty Creek Bridge differ in elevation at the joint by as much as 1½ inches and that the Stage II deck thickness is considerably less in some areas than that specified. It is requested that this office be advised as to the structural adequacy of the deck section as well as any corrective action to be taken.

The report dated June 5, 1968 also indicates that the original plans do not provide for a joint in the AC pavement to control the cracking which will undoubtedly result from the differential deflection between the two deck sections. It is strongly recommended that steps be taken to provide an adequate joint between the two deck sections in order to control cracking and reduce the possibility of spalling.

Enclosures (2)
Reports

orig to Milgaan
6-15-68
(Edwards handling)

NOTED
F. B. KLABOE

RECEIVED
JUN 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-372 (Rev. 10-66)

F-171(11)
7009

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

CORRECTED REPORT BASED ON COMMISSION ACTION OF AUGUST 29, 1968

Project Burlington-Portland **Date** May 24, 1968

Highway Columbia River **Contract No.** 7009

County Multnomah **Kind of Work** Grading, Paving, Structure & Signing **Contractor** Slate-Hall

	Authorized	Estimated
Contract Amount	$ 2,064,114.05	$ 2,064,114.05
Anticipated Items	55,700.00	55,700.00
Contingency (4½%)	95,391.63	513,705.52
Engineering	169,585.12	201,609.23
Credits	0	0
PROJECT COST	$ 2,384,790.80	$ 2,835,128.80

NET INCREASE $ 450,338.00 or 18.88%*

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) P.A. No. 3 Nehalem Boom Track Revision, RR structure and related highway adjustments	$ 400,301.40	$+400,301.40
(U) Future Contingencies	18,012.49	+ 18,012.49

* Approved by Commission Action August 29, 1967.

This supersedes overrun authorization form dated September 6, 1967. Correction made as shown above to correctly increase engineering and contingency items by 8% and 4-1/2%, respectively, of the amount of P.A. 3. Additional authorization in the total amount of $450,338.00 was approved by Highway Commission August 29, 1967.

Principal reasons for overruns (Continue on reverse side): Construction of railroad overcrossing between Stations 363 and 400.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer

Noted by _____ for Construction or Bridge Engineer

Confirmed by _____ Division Engineer

Noted by _____ Deputy or State Highway Engineer

SP**23760-734

FOR FILING
F-171(11)
-1061

March 8, 1968

AIRMAIL

The Honorable Wendell Wyatt
Member of Congress
Longworth House Office Building
Washington, D. C. 20515

Dear Wendell:

I believe that I can answer your letter of March 4 in which you refer to correspondence from Carl W. Johnson, Route 1, Box 59, Portland, by sending you a copy of a letter on the same subject which I prepared for the Governor's office.

Actually, when this project is completed (sometime late this summer), the Riverview Road approach will be better than the one existing prior to our reconstruction. Frequently, in situations such as exist northerly of Lianton, it is impractical to try and achieve ideal situations. We have tried to do a reasonable job within the funds available.

I personally looked at this matter. We are supplying a better facility than existed before and while I know it does not satisfy Mr. Johnson, I feel that we have done the best that we could.

If you wish anything further on this subject, please let me know.

Kindest regards,

Forrest Cooper
State Highway Engineer

FC:fn
Enc.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien

WENDELL WYATT
FIRST DISTRICT
OREGON

1033 S.E. McLOUGHLIN BLVD.
MILWAUKIE, OREGON 97222

Congress of the United States
House of Representatives
Washington, D.C.

COMMITTEE:
INTERIOR AND INSULAR AFFAIRS

LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

March 4, 1968

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Forrest:

I am enclosing a letter received from Mr. Carl W. Johnson of Portland, Oregon, with copies of his letters to the Editor concerning the very dangerous road situation that exists on N.W. Riverview Drive on Highway 30 about two miles north of Linnton, Oregon.

You also will observe the item in the enclosed clipping from the St. Johns Review of January 18 reporting that terrified residents living on N.W. Riverview Road now leave their cars at the bottom of the Drive situated on Highway 30, about two miles west of Linnton near the Sauvies Island Bridge, as they fear the treacherous road with an 18 per cent grade which makes a near 90 degree turn on a perimeter of a cliff just before it joins U.S. Highway 30.The item reports more fear is raised when ice and snow cover the road constructed by the Oregon State Highway Commission, and that residents have complained the new road is accident prone and should be reconstructed for safer driving.

I am extremely anxious and concerned that appropriate steps be taken to eliminate the dangers inherent in this road situation and would deeply appreciate your most careful attention to and your serious consideration of the request of the residents living on N.W. Riverview Drive. I earnestly hope you will find it possible to have the entire situation investigated and remedied.

Thank you so much, Forrest, for your cooperation.

Sincerely yours,

WENDELL WYATT
Member of Congress

WW/t

RECEIVED
MAR - 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Portland Oregon Feb 28 1968

To the Honorable Congressman Wendell Wyatt 1227 Longsworth House Office Bldg
Washington D C. 205 I 5

Dear Sir.
I have contacted your representative Chuck Hoyt on several occasions. To call your attention to a dangerous road situation that exists,.on NW River view Drive. On the Burlington improvement project, north of Linnton Oregon. We have tried with a petition signed by all the residents of NW Riverview Drive, and failed for the simple reason we could not find an attorney to present it before a Judge. After reading, which stated, for an injunction against the (The State Of Oregon). They all found their work load to heavy. After serveral rebuffs And similar answers, I decided that way was futile. Our rights have been eroded by this appointed bureaucracy, that rules by decree, and even denies our rights guaranteed by our Constitution. It has become increasingly evident that any one in a high authoritative position must be elected by the people, before they lose their few remaining rights. This road becomes extremly dangerous under icy conditions. All weather roads are becoming increasingly important to our citizens so they can go to their work and return, without the fear of a dangerous road. One of the first rules in good road construction, is never put a sharp curve at the bottom of a steep grade. Evidently the engineers that constructed this road never heard of it. I am enclosing, two letters to the editor from the (St Johns Review) plus this letter, you can decide whether it is important enough to write to Mr Forrest Cooper. Address, State Highway Department Salem Oregon. And ask him if all this could be true. Acopy Of your letter to Mr Cooper. Will show that you are trying to help the people of NW Riverview Drive. I sent aletter to Mr Forrest Cooper, with pictures thoroughly explaining our situation. Dated Feb 26 I968

Respectfuly yours

Carl W. Johnson

Carl W Johnson
Rt I box 59 Portland Oregon 9723I

After driving trucks for twentyfive years. A steering wheel is more familiar. than atype writer.
C W J.

Foot note added on another page.

Mr Wyatt.

I will try and exspress some of my feelings about the political situatition for the republican party. Starting with Govenor Romney. If nominated, his chance of being elected,not good. Not many of Barry Goldwaters friends would vote for him. Govenor Rockellers would be a better choice. Although a wealthy man he would waste less of the tax payers money. Mr Nixon would be a good choice because he would throw some of this soft diplomacy out of the window, and stand up and talk to the Russions and call their bluff. And ask our friends in the (United Nations) to stand up so we can count them, and ask them to support us, if they will not give support with blood and money. Ask them why we should continue to support them. And tell them politelythey can have our room, in the United Nayions. Mr Goldberg is to polite. It takes someone that can use language like a lumber jack, and not afraid to use it. Force, or threat of force is all some understand. Why not let our military run this war.?I believe this stupidity has gone far enough. Winning against the(Democrats And Wallace)will only be accomplished by a united Republican party. Govenor Reagon is the only one at the present time that could unite the party and win. It is obvious that he would recieve a large part of the women votes. Without their votes no Republican can win. Which I sincerly hope they will. We are tired of this voter appeal, like (He kept us ot of war)(You are being sold down the river) (Our sons will not fight on foreign soil)(He will get us into war). Why not Start some good Republican slogans, like, (the Republican party will get you out of this unwanted war.) We will make friends, then there will be no need to fight. We will not make this a poverty stricken nation. And less millionaiers. We will not force unwanted laws on you. And take less of your hard earned money. And give the States back some of the freedom they have lost to the (Bureaucrats in Washington). we will not need as many. That will leave more roomi in Washington, For usefull buisness. Perhaps you or some other persons, can think up better ones. They are important. The Democrats have used them successfully.

And now something differnt.(Delinquency) Can only be stopped at the top,like educating parents to set agood example, and use proper discipline. This type of education can also be used by the Senators and Congressmen setting agood example ,and use proper discipline and properly punish their own members. And help teachthe young, that improper conduct will be punished.

Make this one of your planks in your next platform, and it could win some votes. and what is moreimportant,respect for our Congress and Senate. I just heard the news that Govenor Romney has withdrawn. Thatwill only increase respect for him.

Perhaps this will bore you, so I will close.

C W Johnson

CW Johnson

RECEIVED
MAR 5 - 1968

February 26. 1968

F-171(11)

7009

Mr. Forest Cooper
Oregon State Highway Department
Salem, Oregon

NOTED
FORREST COOPER

NOTED
F B KLABOE

Dear Sir:

Received your letter dated February 14, 1968. Your letter caused me to believe that you do not understand our situation. I am enclosing two letters, also some pictures of N. W. Riverview Drive. The pictures arenumbered, starting with No. 1., shows U. S. 30 on right, next left our old road. Further left against the cliff our new road. Our old road curves upwards out of sight. When entering this road you could not see cars from either end. When you met one car had to back up. On a rainy stormy night, it was difficult to say the least. This condition existed for twenty years. (unbelieveable) The theme was, no room for a passing lane. On our new road the theme remains the same, only the words are different. The space needed for the highway lanes, leaves less room for N. W. Riverview Drive road. Where does that leave us? Answer is with this, (Engineered Marvel).

The broken bodies mentioned in one of the letters to the editor, belonged to my wife and I. We went over the cliff from the old road on the curve and landed on the highway below. She received a broken collar bone and for myseft a damaged vertibra, besides the total loss of our pickup. Any questions why we want a safe road? The old road was better to go up. We could take a fast run at it, many times we were able to go up when the road was covered with ice. This new road is impossible because of a short curve, then confronted with an 18% grade.

What right has the Oregon State highway department to force another dangerous road on us? We want some straight answers. Letters received from the department states the new road is a flatter grade than the old road. And when a (refuge) is provided between the highway lanes, that will alleviate most of our problems. (What utter nonsense).

Picture No. 2. shows down hill view, showing cliff at bottom of dog leg. The survey for the guard rail posts extend beyond the short curve to force us to use this stupid curve, and prevents us from cutting across in an emergency toward the open highway. The engineers have removed material from the side of the new road, so they could justify need for a guard rail so far down the hill. It is very simple to read their intentions. The work looks more like school by pranks, than from educated engineers. This picture does not show the full extent of the steep grade.

Picture No. 3. shows better view of cliff, also wheel tracks in snow. It would not take much imagination as to what would happen if you failed to make this sharp curve.

Picture no 4. View of NW Riverview Drive showing dog leg, which only adds to danger of this hill.

Picture No. 5. shows where a car was parked during the night, because it could not go up this icy hill. On another night it had the company of five cars for the same reason. Any more cars caught in this situation, then it will be necessary to build more parking places.

Picture No. 6. Newberry road. Comments unnecessary.

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Picture No. 6. Newberry road. Comments unnecessary.

Picture No. 7. Shows tracks in snow of car failing to stay in main track. If your engineers could have used some imagination and foresight, they could have seen a road bed already built by nature long ago. All they would have needed to do was to remove the surplus, and build across the canyon to the Newberry road. Or an extra north bound lane alongside the highway lanes in line with N. W. Riverview Drive. Which could have been built with a long easy grade. The road bed was there, now your engineers have destroyed it, what a blunder! What a pity. Why? We will accept a better plan, not less. After surveying for 12 years, we doubt your engineers could come up with a better plan. Now we have a better understanding, when someone talks about scraping the bottom of a barrel. Now two more questions. When are you going to rebuild this road? Before the first accident on this road, or after if one should happen.

The people of N. W. Riverview Drive will hold the Oregon State Highway Commissioners responsible for any accidents caused by the shape of this road. To any of our citizens.

Respectfully yours,

Carl W. Johnson

Carl W. Johnson

RECEIVED
FEB 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Forest Cooper:

It is not my intention to damage the reputation of any engineer, he can only do that himself by the result of his planning. Or blindly following plans he knows are wrong. I was a truck driver for twenty five years. Starting with dirt roads solid tires, then graveled roads to paved highways. Over many different roads in nine states. I experienced just about everything possible on these roads. I doubt that many people posses more knowledge of roads then good truck drivers with years of experience. At least one should be on every highway planning board. I have spent large sums of money and hundreds of hours of hard work, to improve the public road in front of my place so people would have a place to drive by, which was impossible before. This thing you built and call a road, I consider a crowning insult to all my efforts. If you think this sounds bitter, how do you think you would feel in my place? Would you build a road like this for our Governor, or any other highly respected person? Enough of that. With the letters to the editor, pictures, my letter to you, will be all that is necessary.

The rest is up to you and the Commissioners.

I am having copies made of the letter, also more pictures. To send others that may be interested. (Only if necessary). It is obvious good all weather roads are needed to induce people to come up and see the vacant property and build homes on this hill side. Instead of flocking to Sauvies Island and use up all the good crop land, that will be needed in the future. Some foresight in planning may become valuable, hindsight has no value.

C. W. Johnson

C. W. Johnson

Rt I Box 59 Portland Oregon

Ph 286 3702 97231

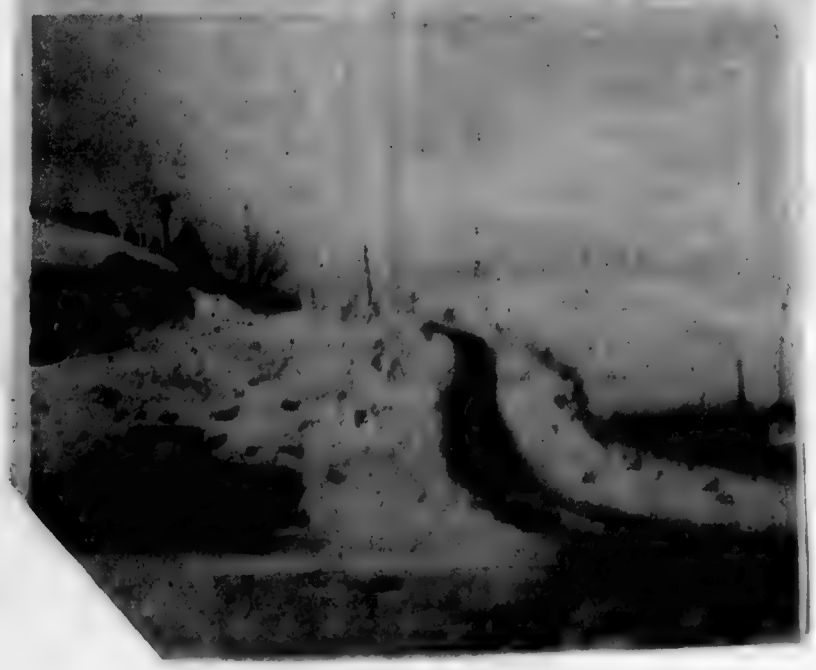
Letters to the Editor

If you want to see where some of your gasoline tax dollars are being wasted, come out to N. W. Riverview Drive on highway 30 about two miles north of Linnton, Oregon, near the Sauvies Island bridge. We had an old road for twenty years that caused hundreds of dollars in damages to cars besides broken human bodies; now our wonderful highway department has built us another road that could prove to be more deadly than the old road.

This road has an 18 per cent grade and at the bottom cliff. When the road is covered with ice and snow, the cliff could prove to be a death trap. The citizens of N. W. Riverside Drive have fought against the shape of the road for months, but to no avail

Many of us believe this road to be unsafe, wet or dry. In case of a brake failure it could be disastrous. Some of the women and men also are terrified to go down this hill when it is covered with ice. All we ask is that our constitutional rights be restored, so that we will not be forced when going down this hill to play a dangerous game of Russian road roulette.

Carl W. Johnson
Rt. 1, Box 59
Portland, Oregon



TERRIFIED RESIDENTS living on N. W. Riverview Road now leave their cars at the bottom of the Drive situated on Highway 30, about two miles west of Linnton near the Sauvies Island Bridge, as they fear the treacherous road with an 18 per cent grade which makes a near 90 degree turn on a perimeter of a cliff just before it joins U. S. Highway 30.

More fear is raised when ice and snow cover the road constructed by the Oregon State Highway Commission.

Residents have complained the new road is accident prone and should be reconstructed for safer driving. They contended the old road had caused numerous accidents and injuries, but that the new road is even more dangerous. So far their complaints have been to no avail.

ROCKY BLUFF at bottom of N. W. Riverview Drive is among potential greeting cards of autoists as they come down 18 per cent grade and make near 90-degree turn at bottom to turn onto U. S. highway 30 according to Carl Johnson, Riverview property owner who protests construction of new road. He says it is a dangerous situation and should be remedied.

An intelligent study will show the lack of proper shape for present, and future traffic needs of these roads. Traffic will double the present rate in ten years. That is an estimate given by some engineers.

A good road must be built without obstructionh, to prevent the flow of modern fast-moving traffic. It is obvious any delay would cause accidents. The majority of modern day drivers are alert. It is up to the engineers to provide safe roads. Perhaps it could be helpful for our students who are majoring in highway engineering to study these roads, so they will learn not to make the same ancient mistakes. The people of N. W. Riverview Drive invite the people of Portland and vicinity to come out and view, what we consider to be a colossal blunder.

The next letter will be to the Oregon State Highway Commissioners, "Subject waste"

Respectively yours,
C. W. Johnson
Rt. 1, Box 59,
Portland, Oregon 97231

LETTER TO THE EDITOR

To the Editor:

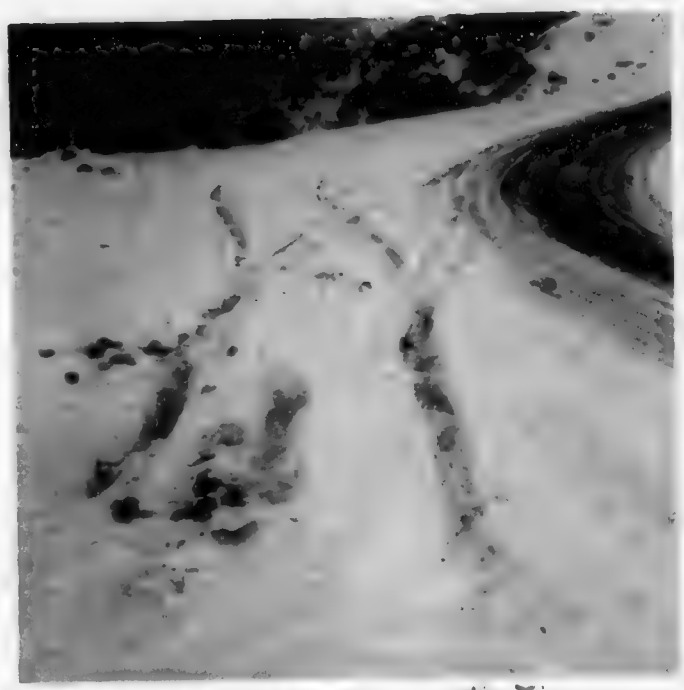
This is intended for our highway engineers and planners: "Subject Roads: Harborton, Newberry and N. W. Riverview Drive."

All these roads angle from a higher elevation towards Portland a direction used by 95 per cent of the travellers. They all have a curve or hook that prevents cars from pulling in alongside the merging lane without an extra turn to the right. It only delays cars from entering or leaving the highway. This will be understood by any qualified road builder. This hook is built in at a great cost to prevent accidents. A proper study will show possible opposite results. This hook we consider good, only for stopping and watching the cars go by.

In Portland there are many stop signs, with another one underneath it which reads right turns permitted without stoping. If this is a good idea for a city, why not apply some of this modern thinking to our county roads? Perhaps our rural population is less intelligent, and not to be trusted to drive according to city standards.

67

67



Newberry-road FEB 68 #6

RECEIVED
APR 11 19
FOR FILING
F-171(11)
7

February 14, 1968

2186

Mr. Carl W. Johnson
Route 1, Box 59
Portland, Oregon 97231

Dear Mr. Johnson:

Governor McCall has asked us to answer your letter of January 23 concerning the reconstruction of Northwest Riverview Drive on the Burlington-Portland City Limits Section of the Lower Columbia River Highway.

As you know, Northwest Riverview Drive was a narrow roadway on a very steep grade. The reconstruction work has resulted in a wider roadway and it is now on a grade slightly less than that which existed before. Whereas no guardrail served to protect motorists on the original roadway, guardrail will be placed wherever it is needed along the new roadway. In addition to reconstructing the road to a condition much better than it originally was, we will develop a left-turn refuge on the Lower Columbia River Highway to make the left-turn movement into Northwest Riverview Drive smoother, simpler and safer.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Governor Tom McCall

bcc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. W. Rulien

FBK:srb jes

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

6708

January 31, 1968

Mr. Carl W. Johnson
Route 1, Box 59
Portland, Oregon

Dear Mr. Johnson:

I appreciate the concern that prompted your letter regarding Northwest Riverview Drive. Not having an engineering background disqualifies me from technical judgments in this area. I know however, that the engineers of the State Highway Department will review your letter with great care. As you can appreciate, snow and ice makes it very difficult to travel anywhere, particularly on those roads with a slope.

Rather than carry on a three-way dialogue I am asking the Highway Commission to write to you directly so that this matter may be resolved as soon as possible.

Sincerely,

Governor

cc: Forrest Cooper

Routing
Bond
Barbee
Walker
Glenn
Swan
Trout
Scott
Wills
Litchfield

RECEIVED
CONSTRUCTION

COPY

Rte. 1, Box 59
Portland, Oregon
January 23, 1968

Governor Tom. McCall
Salem, Oregon
Dear Sir:

I recieved your letter dated January 9, 1968. I did not think at the time, that it would be necessary for me to trouble you further. I have had personal talks, telephone conversations and written to these men: Mr. L.W. Rulien, District Engineer; Roy Pyle, resident engineer for the State of Oregon: and Mr. Northrup, from the Multnomah County Engineer Department. I have pointed out to them what residents of N.W. Rivervies Drive consider dangerous features of this road before it was completed. All I could come up with from them was stubborn, uncompromising negative results.

We have lived with a dangerous road for years and I believe that qualifies us to know a dangerous road when we see one. This road as it is now, completed, has a right turn dog leg before a sharp left turn along side of a rugged cliff. There is no need for this dog leg, only for the purpose of making the curve sharper. I don't understand why a brilliant educated engineer would put his approval on a road built as it is now finished, without orders to do so.

The road is not built according to the specifications on file in the Federal Office for Roads, 477 Cottage Street in Salem, Oregon. I do not consider that plan on file is adequate for our needs. But this road is even worse. I asked Mr. Rulien if he would dare to go down this road without brakes and his reply was,"Certainly not, I wouldn't go down any hill without brakes." I asked him ," What about someone starting down this hill and their brakes failed?" He did not give a very good answer to that.

If it would have been impossible to build this road otherwise, that could have been reasonable. The main theme is, from the engineers, that there is not enough room.

If for any reason there is an accident on this hill I wonder if there will be enough room to build it safe. What I am trying to do is to prevent a serious accident before it happenx. This road seeps moisture constantly and even a light freeze makes it impossible to go up this road, and extremely dangerous to go down.

The picture I am enclosing shows a pick-up truck. The reason it is there, is because it could not go up the hill on account of the snow and ice. There were five other cars with it that night. Someone will no doubt tell you, the conditions were the same on many other roads in that area that night. What they will not tell you is that a light freeze will make this road worthless. In the Oregon Journal, dated January 20, 1968, on the editors page, is an article which in part reads: "In the United States we put a hig value on human life. So far we have not effectively translated that concern into saving lives on the highways. The terrible cost impels us to find better ways to prevent accidents." What better ways of helping than to build safe highways in Oregon.

We respectfully ask you to call this letter to the attention of someone with the authority to do something to remedy this dangerous situation. I am writing this for all the citizens of N.W. Riverview Drive. I am enclosing letters to the editor from the Oregon Journal and the St. Johns Review. I am hoping this letter will help prevent the future need to write letters to the editor on this subject.

Respectfully yours,

Carl W. Johnson

Carl W. Johnson

Phone: 286-3702

CJ/dw

RECEIVED
FEB 6 - 1968
FOR FILING

F 17(11)
7069

February 5, 1968

Skyline Grange
Route 2, Box 387
Portland, Oregon 97231

Attention Ms. Laura Ackley

Gentlemen:

Re: Burlington-Portland City Limits Project
Columbia River Highway, Multnomah County

Reference is made to a group of petitions in regard to improvement of the connection of Newberry Road to the Columbia River Highway which were submitted to L. W. Rulien, Division Engineer at our Milwaukie office.

Prior to receiving this data, Mr. Rulien had submitted to this office a plan for revision of the roadway delineation through the section which includes Riverview Drive, Newberry Road and Harborton Road. This will allow left-turn refuges in the median at each of these roads by reducing the width of the shoulders and adding this width to the median area.

Acceleration lanes will not be provided, as requested in the petitions, since these are only constructed on directional ramps to freeways. Since there is no evidence of a stop sign violation problem at this connecting roadway, the flashing light should not be required. We try to avoid installing these as much as possible since their value seems to decrease with their frequency.

The proposed revision to provide the left-turn refuge along with the four-lane construction on the Columbia River Highway should provide the improved access and exit you request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. W. Rulien

ADO:jp srb

FORM E-30 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 25, 1968

To: Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT: Burlington-Portland City Limits Project
Petition, Newberry Road Intersection

L A. Olson

Attached are copies of the subject petition from residents in the Newberry Road area who are requesting left-turn refuge, right-turn acceleration lane, and an amber flashing safety light.

We are planning to install left-turn channelization at this intersection. You will recall that in order to provide the left-turn lane, and due to the confined geography of the area, it is necessary to reduce our shoulder widths slightly. A right-turn acceleration lane has never proved satisfactory from a stop position, and I am sure that the right-turn movement will be much easier with our four-lane construction than it is on the present highway. I believe that our four-lane construction, with the channelized left-turn median and revamped signing, will clarify this intersection so that the amber flashing light should not be required. In any event, there is no evidence of stop sign violation at this location.

Please respond to the petitioners, or advise me of your thinking so that I may make response.

L. W. Rulien
Division Engineer

LWR:nlb

Encl.

cc: Roy W. Pyle

Routing
Morgan MM
Decker
RECEIVED
JAN 29 1968
CONSTRUCTION DIVISION
Litchfield
Olson E

Skyline Grange
Rt. 2, Box 387
Portland, Oregon

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DE	ADE	ADE	OE
JAN 24 1968			
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TE	UE	DES	

Oregon State Highway Dept.
Salem, Oregon.

Dear Sir:

We, who use the Lewberry Rd., ask the highway department for improved access and exit to Newberry Rd. from St. Helens Rd., Oregon Highway #30. We need a left refuge lane and a right acceleration lane. There is grave need for an Amber flashing safety light at this intersection too.

William D. Mause	RT 2. Box 269 - Portland
Frances E. Linden	Rt. 2 Box 268 - Portland
Ray E. Cables	RT2 Box 388 Portland Ore.
Paul Hawbeck	Rte #2 Box 428 Portland, Oregon
John H Dawson	RT 2 Box 278 Portland Ore
Ward K. Forrer	RT 2 Box 174 Portland Ore
Jim L. Wiseman	Rt 2 Box 114 Portland
Dewy Schmidt	12985 S. W Douglas Beaverton
Nancy Springmeyer	Rt 2 Box 93 - Portland
Surrey Woods	Rt 2 Box 314 - Portland
John Boyd	834 NE 72nd Portland
Robert R Bowman	Rt 2 Box 427 Portland.
Ellen D Jensen	Rt. 2. box 165 Portland
Steven A. Linden	Rt 2 Box 268 Portland
Lorraine Wilson	Rt. 2, Box 383, Portland

RECEIVED
FEB 5 - 1968

FORM E-30 REV. 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

FOR FILE
F-171(11)
7.1.9

Salem, Oregon
January 31, 1968

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: Telephone call from
Mr. Carl W. Johnson

NOTED
F. B. KLABOE

BUILDING

This morning I received a telephone call from Mr. Carl W. Johnson, Route 1, Box 59, Portland, 97231, (Phone 286-3702).

Mr. Johnson is very unhappy about a steep approach road to the Columbia River Highway, apparently in the north part of Portland.

He said that he had talked to Mr. Rulien, who had not satisfied his demands. He mentioned that sometime ago he had published a letter to the editor in one of the Portland papers and was quite encouraged by the response he had received.

He says that unless someone talks to him about a satisfactory solution, he will publish another letter to the editor really blasting us.

no actions
FBK

Floyd Query

Floyd Query, Secretary

FQ:fkn

P.S. I just listened

RECEIVED
JAN 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 31 1968
FOR FILING
F 171 (11)
7169

January 30, 1968

Skyline Grange
Route 2, Box 387
Portland, Oregon 97203

St. Johns Boosters
Post Office Box 03069
Portland, Oregon 97203

Gentlemen:

This will acknowledge the petitions that you recently sent to the Highway Department requesting "improved access and exit to Newberry Road from St. Helens Road" on Highway 30.

The problem of constructing a four-lane facility to relieve a bad traffic concentration has been extremely difficult in this area due to the lack of room between the railroad and the hill.

We have attempted to improve the connections of the existing roadways as best we could and where possible to bring them in at right angles to the main flow of traffic. I have also instructed our field people to determine if left-turn refuges can in any way be provided at the principal connecting streets such as Riverview Drive and Newberry Street. If it proves feasible, this will be done.

Very truly yours,

Forrest Cooper
State Highway Engineer

FCifm

cc R. L. Porter
F. B. Klabee
Victor D. Wolfe
L. W. Rulien

REFERRED TO
[illegible]
BY SECRETARY

[illegible] & St. Johns Boosters
[illegible]t. 2, Box 387 PO Box 03069
[illegible]ortland, Oregon Portland, Oregon 97203

Oregon State Highway Dept.
Salem, Oregon.

Dear Sir:

We, who use the Lewberry Rd., ask the Highway department for improved access and exit to Lewberry Rd. from St. Helens Rd., Oregon Highway #30. We need a left refuge lane and a right acceleration lane. There is grave need for an Amber flashing safety light at this intersection too.

Alma A. Vandewall
7305 N. Atlantic Ave
Portland Oregon

Mr. & Mrs. Hansen
1420 N E Saratoga
Portland, Ore

Richard A Walhut
9229 N. FORTUNE AVE
PORTLAND, OREGON

Dorothy Marcae
2125 N. Winchell
Portland, Oregon

Carol Thasson
8625 N. Seward
Portland Oregon

Anetta M. Rystad
6806 N. Amherst
Portland 97203

Elizabeth A Conrad
925 N. Keeling
Portland Ore. 97203

Rose J. LaMore
6114 N. Fessenden Portland

Jean Hein
8015 N. Lombard St
Portland Oregon 97203

Verona L. Turner
8242 N. Seward St
Portland, Ore 97217

Sharon Grady
6623 N. Ensley
Portland Oregon—97217

Aline Shores
8345 N. Central St
Portland, Oregon 97203

Alice M. Harmon
2115 N.W. 33rd
Portland, Ore. 97210

Stan Carlson
7003 N WALL
Portland, Oregon

Rosemary Stine
13116 S.E. Sherman
Portland Ore. 97233

R G Hembacher
7818 S.W. 17TH DR
Portland, Or 97219

RECEIVED
JAN 17
F-17[illegible]
1009

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

January 9, 1968

Draft said:
"Have discussed the possible impact expenditure letter of transmittal with Highway Engineer and the Federal Bureau of Public Roads"

Mr. Carl W. Johnson
Route 1, Box 59
Portland, Oregon 97231

Dear Mr. Johnson:

The Highway Department is cognizant of a somewhat difficult traffic problem involved in the connection of Riverview Drive and other roads on the Burlington Section improvement project.

The situation has been caused by the lack of sufficient room between the railroad tracks and a very steep hill to provide for an ideal approach road facility. They tell me that the new road has a slightly lesser grade than the old and will be paved and protected by a guardrail. Also, they are studying the possibility of providing turn refuges if they can possibly be accomplished in the limited space available. This should alleviate much of the problem and provide for an acceptable facility if used with reasonable caution by the residents of the area.

Sincerely,

Governor

TM:wa

bcc: Mr. Forrest Cooper
bcc"

NOTED
FORREST COOPER
COPY

RECEIVED
JAN 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 4 - 1968
EXECUTIVE
F 171 (11)
1009

January 4, 1968

Mr. E. G. Westerdahl, II
Executive Assistant
Executive Department
State Capitol
Salem, Oregon 97310

Dear Mr. Westerdahl:

In reply to your request concerning Carl V. Johnson's letter of January 1 and the attached petition which refers to a road approach on the Burlington-Portland section of Lower Highway 30, I will attempt to give you the picture.

The old two-lane section of Lower 30 northerly of the St. Johns Bridge has been a nagging problem for many years. The traffic is extremely heavy, being in the vicinity of 12,000-15,000 vehicles a day.

A few years ago in order to meet a serious need, the Highway Commission allocated funds for a minimum four-lane improvement. The Linnton Section was finished about three years ago and the extension northerly to the Cornelius Pass road junction is now being built.

The problems of providing a reasonably adequate arterial in the area have been many. In the place to which Mr. Johnson refers, we have a railroad on one side and an extremely steep hill on the other. The problem is compounded by the necessity of connecting several existing steep, inadequate approaches to the widened facility. The entire project is something of a shoehorn operation.

The existing Riverview Drive approach is narrow (one-car wide) and on an 18 percent grade. As it is necessary to obliterate part of this road in order to secure width for the main road, it has been necessary to notch the substitute road into the hill.

The new approach is built on a 16 percent grade and is somewhat wider than the existing road (about 24 feet). The new facility is better than the old, as it is wider and not quite as steep; however, it is Mr. Johnson's contention that while we are rebuilding the highway, residents of the area should be provided with a much better roadway. There are other approaches on this unit that are in somewhat the same category and carry more traffic.

The existing approach road does not have a guardrail and it would be possible for people to drive off down a steep bank and onto the road. The new facility is protected by a guardrail.

The design of the entire unit is not ideal but the similar adjacent facility has worked quite well and provided for much-needed traffic relief. We try to strike a balance between utility and available funds.

I have suggested to our field people that we attempt to revise our travel lanes to provide for a safety refuge at these turnouts which would be of material help. This matter is under study and I believe can be accomplished.

Our people have had many contacts with Mr. Johnson and report that he is an extremely determined individual.

Attached is a suggested draft for the Governor's consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

Attach.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
January 4, 1968

Mr. Carl W. Johnson
Route 1, Box 59
Portland, Oregon 97231

Dear Mr. Johnson:

I have discussed the matter brought up in your letter of January 1 with Highway Department officials and they advise me that they are cognizant of a somewhat difficult traffic problem involved in the connection of Riverview Drive and other roads on the Burlington Section improvement project.

The situation to which you complain has been caused by the lack of sufficient room between the railroad tracks and a very steep hill to provide for an ideal approach road facility. They tell me that the new road has a slightly lesser grade than the old and will be paved and protected by a guardrail. Also, they are studying the possibility of providing turn refuges if they can possibly be accomplished in the limited space available. This should alleviate much of the problem and provide for an acceptable facility if used with reasonable caution by the residents of the area.

FC:fn

Portland Oregon Jan. 1. 1968

Governor Tom McCall Salem Oreg.

Dear Sir.

The enclosed copy of our petition is enclosed. It states the reason for this letter. We have tried to get an attorney to take it before a judge. So far we have been unsuccessful. As soon as they read the opening statement. They will tell you right there with out, that they are loaded, and are working on a case that they have to go court in the near future. That seems to be a fact, three out of them are. They don't seem to want it encountered the State Of Oregon in court. I will enclose a sketch of the old road, also the new road. To start with I will describe the old road the way it was originally.

-1-

coming up the hill from
Kingman on U.S.30. about 400 yd long
about half way up is a
curve, when you are at
either end you can not
see a car enter the other end
at the end results in one car
has to back up. And that
is exactly what occurred on
a dark night. It is a one
lane road, not wide enough
to pass another car. My wife
and I had the misfortune to
go over the side of the road
to land on U.S highway 30 about
80 ft below. She received a broken
collar bone, and for my self
a broken vertibra below my
shoulders. Besides the total
loss of our pickup, which
we could ill afford to lose
When there is a mutual fee

on. on the road, It becomes very difficult, and some times impossible to drive up the hill. So we leave our cars on the highway and walk home. It leaves our cars at the mercy of thieves. If we lock our cars they break them open, so most of us leave them unlocked. When we return to them, at times we find tires, batteries and other parts missing. This has been going on for twenty years. When we asked the county to do something about the road, they tell us what ever they do now, will be wasted, because the State is going to rebuild highway 30, and that we would get a new road they never finished the word end. That brings me to the way the road is designed.

[illegible] and to the line coming [illegible]
the weather is favorable. That is why this is urgent. ent
I have read that Lincoln built forest
built trap and describe it,
starting at the top. Start
straight about 200 ft then turn
right slightly about 150. ft then
enters a left turning curve
leaving the curve it enters
a straight enter 90° facing the
main highway. This road as
planned on the highway map.
I looked at the plan at the Federal
highway office in Fort Wayne a 16%
grade from the top down to
US 30. no variations. Why way
they built the road, you don't
have to survey the road, to see
at a glance that they built
the road different. The question
we ask, Do who gave the
engineers permission to build the
road to other specifications. Even
the 16% grade would make it way-

-4-

difficult at times. The curve kills nearly all of the momentum of your car, just after the curve starts the 15% grade for 150 ft. I have driven trucks and semi trailers for 25 years. Just how you would get up that steep grade after the curve when covered with snow and ice, I could not give you the answer. After all the knowledge available at the Engineers Joint council an intelligent one would build a road of this description. How can recommending the men on what they must do after surveying for 12 yards or more. The word Impoverish. Also scraping the bottom of the hill. Perhaps this is a little rough. Someone looked for this criticism. This is mild to what it will be if the

[illegible] does not change
the plan and give us a
road that we can use 12
months every year. We are
fed up with road building
Sales that went out of
fashion long before I was
and buggy days. One of the
designers is the same man that
built the old road. Now that
Oregon Trail is to be paved as a modern
day road, if he done all of the
designing, what are the State
engineers doing? I have drawn
a plan for the new road.
It is in the possession of the
Multnomah County office also the
Federal road office in Salem. We
will accept a better plan, not
less. Now I will come to what
I think how this will affect you
if this road is not changed.

There will be a lot of continued criticism of the hygiene department and eventually lead to you. You will receive the brunt of it because you are the only woman. There are many reasons admitted you long before you entered politics and we don't want to see you hurt. What hurts you would also damage the party of which you are a member. I am not saying this to hurt you only. I don't think you need the flu. But there are many others that will say otherwise. This could be the fall nothing for the x-ray, no telling where it might take you remember Give them hell Harry. when the polls showed he did not have a chance to win. This will be all for this time except for a election I will endorse Carl W Gabbert

Phone 286-3702 Hildebrand Portland Ore 97231

Here is what you see when coming down the hill
You don't see the bar at the bottom

I have seen many road but never one like this this must be something new in highway construction

7'6" 9'1" 9'6" 16'5" 13'5"

old road

Numbers show drop each 50 ft

NW RIVER RD

Intersection for use to use going north or south Portland. Very dangerous because of high speed of traffic any time. I suppose it is so on when traffic is heavy also when visibility is poor. The traffic gets slowed down on the bridge. When Xmas gift away they see the gas that is the result of high speed

Portland
Incoming lane for 3 lanes
Vista
St Helens

Interstate Bridge

We the undersigned petition the court for an injunction against the State of Oregon and others that may be concerned. It is about a road two miles North of Linnton, Oregon. The road leads off highway 30 onto Northwest Riverview Drive. The objection to the road as it is being presently built is it leads down from a higher road with a 18% grade towards a sharp left turning curve, also at the bottom of the grade is rough rocky nearly vertical hill, that could be extremely damaging to a vehicle and its occupants. Especially during the winter when the hill is covered with ice and snow. Even an expert driver could lose control of his vehicle and the resluts could be very damaging. The road can be built in a more direct line, that will eliminate the curve and with proper fill reduce the grade to at least 12% or less. The contractor has already removed some of the rock that will have to be replaced. The State engineer insists that the road must turn a 90 degrees into the lane of travel. Anyone that has ever driven on a freeway or other main highway knows that is not true. The new road can be built alongside parallel to the main highway a short distance to connect with a part of the old highway that is no longer in use and there connect with the main highway in a safe manner. The present planned road, we believe, has a hazard built into it that can never be eliminated.

1.

2.

3.

4.

5.

6.

1 O Michelson R.1. box 50 Portland Oregon
2 Gertrude Michelson R.1 " " " "
3 Wm E Elliott R.1 box 60 B " "
4 Betty A. Elliott " " " "
5 Louis Mattson R.1. box 55 " "
6 George W. Michaelsen R.1 box 76 " "
7 Maxine D. Michaelsen " " " "
8 Mrs Russell (Helvi) Bain R.1. box 60A " "
9 Russell A. Bain " " "
10 Mr. and Mrs Ralph J. Locke R.1 box 57 " "
11 Mr. and Mrs Ben T. Fretwell R.1. box 54 " "
12 Mr and Mrs James O. Loundagin R.1 box 53 " "
13 Ellen M. Larson R.1 box 49 " "
14 Maurice K Larson " " " "
15 Henry P Meyer R.1. box 48C " "
16 Dorthy H Meyer " " " "
17 Mrs Betty Sells R.1. box 56 " "
18 Jerry Sells " " " "
19 Mrs Lawrence Chaney R.1 box 51 " "
20 John Stoblasa R.1 box 60 J. " "
21 Robert Swaisch R.1. box 58 A " "
22 Mrs Gertrude Hays R.1. box 58 " "
23 Mr + Mrs Carl W. Johnson R.1 box 59 " "
24 Batchellor lives here name unknown, Not home
25 Empty house
26
27 There are 18 houses on N.W. RIVER VIEW DRIVE
28 Each house has one car. About one half have
29 two cars. These cars are in use nearly everyday.
30 When we can not get back up the hill it leaves
31 quite a few cars down on the highway to be broke
32 Into - Tires taken off, batteries stolen any other articles

 of value. Not a very pleasant prospect. We will have to
guard them every night. I can see a wonderfull future.

This is a hand written copy.

1 O Michelson Rl. box 50 Portland Oregon
2 Gertrude Michelson Rl " " " "
3 Wm E Elliott R.1 box 60 B " "
4 Betty A. Elliott " " " "
5 Louis Mattoon R1. box 55 " "
6 George W. Michaelson R.1 box 76 " "
7 Marjine D. Michaelson " " " "
8 Mrs Russell (Helvi) Bain Rl. box 60A " "
9 Russell A. Bain " " "
10 Mr. and Mrs Ralph J. Locke R.1 box 57 " "
11 Mr. and Mrs Ben T. Fretwell Rl. box 54 " "
12 Mr. and Mrs James O. Loundagin Rl. box 53 " "
13 Ellen M. Larson Rl. box 49 " "
14 Maurice K Larson " " " "
15 Henry P Meyer Rl. box 48C " "
16 Dorthy H Meyer " " " "
17 Mrs Betty Sells Rl. box 52 " "
18 Jerry Sells " " " "
19 Mrs Lawrence Chaney Rl box 51 " "
20 John Stoblasa Rl box 60 J. " "
21 Robert Swaisha Rl. box 58 A " "
22 Mrs Gertrude Hays Rl. box 58 " "
23 Mr + Mrs Carl W. Johnson Rl box 59 " "
24 Batchellor lives here name unknown, not home
25 Empty house
26
27 There are 18 houses on N.W. RIVER VIEW DRIVE
28 Each house has one car. About one half have
29 two cars. These cars are in use nearly everyday.
30 When we can not get back up the hill it leaves
31 quite a few cars down on the highway to be broke
32 into. Tires taken off, batteries stolen any other articles

F-171(11) Burlington-Portland Sec., 1967
Col. R. Hwy. (Grad., pav.,
#7009 struc. & signs) #1

CQA 3366
RR-600

Form E-106-6M

STATE COPY

F-171(11)

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date DEC 19 1967 By G-1P
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Burlington-Portland Section Date Dec. 11, 1967

Highway Columbia River Contract No. 7009

County Multnomah Prefix 26-1080

Contractor Slate-Hall F. A. Project No. F-171(11)

Address 11655 S.W. Barbur Blvd., Portland, Oregon 97223 Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install temporary, reflectorized delineators

1. Maximum rate allowable as per AGC-State Agreement.
2. Percentage allowed contractor is in accordance with executed contract for this job.

Location by station numbers:

Throughout project

RECEIVED
DEC 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Materials	$150.00
Labor	200.00
Equipment	150.00
	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Reflector buttons on temporary wooden posts, or stakes, as necessary to delineate existing pavement until permanent guide posts can be installed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,835,128.80	
Present estimate of project cost, including $500.00 for work under this order	$2,847,110.80	
Expected under-run / over-run amount	$11,982.00	
Expected under-run / over-run per cent	.4%	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Roy W. Pyle, Resident Engineer

Approval Recommended: /s/ John A. Bond for, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approved: /s/ L. H. Young, State [illegible]

SP**23871-734

Form E-208—8M

F-171(11)
1009

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon receipt of project agreement or additional funds are req...
Date ...
By ...
DEC 14 1967
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Burlington-Portland Date Dec. 4, 1967

Highway Columbia River Contract No. 7009

County Multnomah Prefix 26-1080

Contractor Slate-Hall F. A. Project No. F-171(11)

Address 11655 S.W. Barbur Blvd., Portland, Oregon 97223 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 8, W-1301-60 (Reflectorized) Construction Speed Signs.

1. Maximum rate allowable as per AGC-State Agreement.
2. Percentage allowed contractor is in accordance with executed contract for this job.

NOTED
F. B. KLABOE

Location by station numbers:

Throughout project.

1 at each end of project and 2 at approximate 1 mile intervals.

RECEIVED
DEC 27 1967
OFFICE ...
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Material	$ 650.00
Labor	300.00
Equipment	50.00
	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Construction is in progress throughout project and it is considered to be necessary to post an advisory speed at 45 M.P.H. Division Traffic Engineer has conducted a speed check and determined that 45 M.P.H. would be a reasonable and safe speed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,835,128.80
Present estimate of project cost, including $1,000.00 for work under this order	$2,835,128.80
Expected under-run / over-run amount	$ - -
Expected under-run / over-run per cent	- -

Space to right of this line is for use of Salem Office

Submitted by: /s/ Roy W. Pyle, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approved: /s/ L. H. Young

SP*22577-734

RECEIVED
DEC 1 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID H. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
F-171(11)
7009

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 29, 1967

Spokane, Portland & Seattle Railway Company
1101 NW Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Installation of Grade Crossing
Installation of 48-inch Pipe
Burlington-Portland Section
Columbia River Highway
Multnomah County
Contract No. 7009
Project No. F-171 (11)

Gentlemen:

The estimate for installation of the subject facilities on this project, as submitted with your letter of November 22, 1967, has been approved by the State. You are hereby authorized to proceed with the work as of November 29, 1967.

Reimbursement for the work performed on and subsequent to November 29, 1967, will be made subject to the provisions of PPM 30-3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe (w/copy of SP&S letter)
L. H. Young "
C. H. Maison "
L. W. Rulien "
R. W. Pyle (2)
Jack Hesla "

Note to Mr. Rulien: Please prepare a supplemental State Force Order for this work.

RECEIVED
NOV 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER
1101 N. W. HOYT STREET
PORTLAND, OREGON 97207

November 22, 1967

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease E
Morelock
Trout
Scott
Wills
Litchfield I
Olson

RECEIVED
NOV 2 1 1967
CONSTRUCTION
DIVISION

Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Litchfield:

Please refer to your letter of May 17, 1967, wherein you requested an estimate for installation of signals, and installation of a new crossing on the Burlington-Portland Section of the Columbia River Highway just inside the City limits.

We previously furnished an estimate for the signals. I am now enclosing an estimate for the crossing installation. I am also enclosing an estimate for the installation of a pipe under our Astoria Line tracks, the pipe to be furnished by the State's contractor and installation under the tracks to be handled by Railway Company forces. This work is in connection with the United Railway's relocation and underpass of the Columbia River Highway. The estimate was requested in telephone conversation.

Very truly yours

H F Moy

Chief Engineer

GEL-o

Estimated cost to renew ballast, ties, rails and the installation of steel guard rails for new grade crossing approximately 40 feet wide.

	Labor	Material
Remove and replace cross ties	$72.00	$125.52
Remove and replace gravel ballast with 3" crushed rock	100.00	90.00
Relay 78 track ft. 90 lb. rail with S.H. 112 lb. rail	141.00	287.42
Place 78 lin.ft. 112 lb. inner guard rail complete with filler blocks, plates etc. per Plan RR-674	156.00	390.00
Freight		12.03
Payroll additives	153.00	
Rental of equipment and work train service		31.38
Handling expenses		44.65
	622.00	981.00
		622.00
Total cost		1,603.00
Current cost of material retired		(271.00)
Estimated net cost of grade crossing		$1,332.00

Note: State of Oregon to furnish asphaltic concrete paving for crossing.

Office of Chief Engineer
S.P.& S. Railway Company
November 22, 1967

APPROVED
W. E. Skeen
ASS'T. CONTROLLER

	Labor	Material
Estimated cost to install 42 lin.ft. of 48" dia. steel culvert pipe	$180.00	
Rental of Locomotive Crane		$125.00
Operator for Crane	30.00	
Arbitrary Expenses	68.00	
	278.00	125.00
		278.00
Total Estimated Cost		$403.00

Note: State Highway Department to furnish culvert pipe, crushed rock ballast and bedding rock for culvert.

APPROVED

T. E. Stagg

ASS'T. CONTROLLER

Office of Chief Engineer
S.P.& S. Railway Company
November 22, 1967

RECEIVED
NOV 15 1967
FOR FILING
E-171(11)
7009

C

2.41

November 14, 1967

Mr. Charles C. M. Peterson
Hurlburt, Kennedy, Peterson, Bowles & Towsley
Attorneys at Law
Suite 611 Century Tower
1201 S. W. 12th Avenue
Portland, Oregon 97205

Dear Charlie:

In Mr. Cooper's absence, I am replying to your letter of October 24 relative to W. C. Kristensen's property on Mountain View Road adjacent to the Burlington-Sauvies Island Bridge Section of the Columbia River Highway.

A field investigation shows that we have not changed the interior radius at the corner of Riverview Drive and Drury Road. We have, or will have when the construction is completed, a wider roadway than was in existence prior to construction (see attached sketch). The guardrail as shown on the sketch is now in place and the roadway has been surfaced with crushed rock. No attempt will be made to pave this area until next spring, and it will be necessary to maintain a gravel surface on this roadway until paving is completed.

It is our belief that we will provide at least as good a roadway, if not considerably better, than was in existence prior to construction. I suggest that Mr. Kristensen wait until the paving is completed next year and if, in his opinion, this area is not adequately constructed, he should check with L. W. Rulien, our Division Engineer in Milwaukie.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. W. Rulien - Enc.

FDM:fw srb

Attachment

460

L E V

Old Cob Road

C and R.R.

Old Road

Ed Pave. (New)

"H" LINE (R

RIM

Proposed Edge Pave.

EXIST. PAVE.

DRURY ROAD

25 24 23 22 21

26 27 28 29 30

BURLINGTON - PORTLAND

Columbia River High

Sketch of "H" LINE C

Scale: 1"=50'

L & P

464

Old Cob. Road

Old Road

Ed Pave. (New)

"H" LINE (RIVERVIEW DRIVE)

RW

EOP

11

21

10

9

8

7

23

22

12

13

14

28

29

30

31

Mountain View

LINGTON - PORTLAND SEC.
Columbia River Highway.
Sketch of "H" LINE Conn. to Drury Road. Nov. 1967

EARL F. G. HURLBURT
OLYWN E. KENNEDY
CHARLES C. M. PETERSON
GEORGE H. BOWLES, JR.
BRUCE W. TOWSLEY

HURLBURT, KENNEDY, PETERSON, BOWLES & TOWSLEY
ATTORNEYS AT LAW
SUITE 611 CENTURY TOWER
1201 S. W. 12th AVENUE
PORTLAND, OREGON 97205

Morgan
Decker
Bond
Peseu
Morelock
Trout
Wills

RECEIVED
OCT 30 1967
CONSTRUCTION
DIVISION

b203

OCT 25 67

228-2378

October 24, 1967

State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention Forrest Cooper
State Highway Engineer

Re: Burlington - Sauvie Island Bridge Section
Columbia River Highway

Dear Mr. Cooper:

Mr. Walter C. Kristensen and Frances Kristensen have asked us to assist them.

As shown on the enclosed sketch, their home occupies lots 27 and 28, Harborton. They own lot 26 also. Mountainview Road is not an all-weather roadway. To reach Columbia River Highway the Kristensens heretofore traveled Drury Lane and Riverview Road with no problem making the turn at the corner which is lots 25 and 24 (the Sears residence) -- see sketch.

Mr. Kristensen tells us that present construction seems clearly to result in "tightening" the corner by reducing the radius at the apex of the corner and, what he considers more critical, lessening the width of the roadway fronting on lots 24 and 25 -- see arrows on sketch.

Aside from such vehicles as a moving van, for example, Mr. Kristensen does have an auto-boat-trailer unit of about 45 feet in length. He is convinced that ingress and egress over this route will not be fully adequate upon completion of the roadway as construction presently seems to indicate.

Mr. Kristensen hastens to tell you of his views before completion of this phase of the job, and asks that you cause a review to be made, looking to changes where, and if, indicated.

We shall be pleased to hear from you.

Very truly yours,

Charlie

Charles C. M. Peterson

RECEIVED
OCT 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CCMP:mr
Enclosure
cc: Walter C. Kristensen

REFERRED OCT 24 1967
TO Forrest Cooper State Highway Engineer
FOR CHARLES PETERSON

JUN 7 1966

RIVERVIEW ROAD

SEARS

25

24

23

22

21

11

9

12

31

32

B. Sears

Prepared Retzlaff

R. C. Cole
2055 - R15
20 - 1 27

ROAD
DRURY LANE

C. C. FOX

WALTER E. KRISTENSEN

MOUNTAINVIEW

HARBORTON ADD

ROUGH DRAFT FOR MR. COOPER'S SIGNATURE

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

November 7, 1967

Fred: Coop cleared this with Jackson by phone and he will speak to Mr. Thomas. RLP.

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 W. Main Street
Medford, Oregon

Dear Mr. Jackson:

During the past construction season, we have struck out with PGE as far as being able to get them to move their power line on the Burlington-Portland City Limits Section of the Lower Columbia River Highway.

You may have had occasion to pass through this project during construction and noted that many of the poles had to be left in place during the excavation for the improved roadway. Many of them were setting up on little knobs as much as 10 feet or more in height. This has, without a doubt, caused the contractor on the project serious difficulty and great expense and could lead to a claim against the State Highway Department on behalf of the contractor.

NOTED
F. B. KLABOE

We have repeatedly urged PGE to expedite the moving of this line without a great deal of success. I do not mean that they have not been working at it because they have. The problem lies in the pace with which they have been doing their work and, in our opinion, it has been much slower than it should have been.

Called Graham 11/8/67 Cooper

We realize that Utilities who are located on state highway right-of-way, as this line was, have no great incentive to expedite the work since they must pay for the cost of moving the lines with their own funds. However, we are placed in a very untenable position when Utilities do not adequately perform.

The relationship between the many Utilities in the state and the State Highway Department is generally good. There are a few exceptions, of course, but these are few and far between. It is our honest opinion that the cooperation extended by PGE falls into the category of one of these few that needs improvement.

We are therefore taking the liberty of drafting a letter to Mr. Warren, President of PGE, in the hope that we can use your good offices to improve this relationship. It is requested that you use it or one similar for this purpose.

FBK:srb

cc: Porter
Klaboe
Morgan
A. E. Johnson
L. W. Rulien
Litchfield
Jack Hesla
R. H. Rumbolz

ROUGH DRAFT FOR MR. JACKSON'S SIGNATURE

November 7, 1967

Mr. Frank M. Warren, President
Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon

Dear Mr. Warren:

The 1967 highway construction season has reached the period where certain phases such as excavation, embankment, paving, et cetera, will be shut down for the year because of weather conditions.

The purpose of this letter is to solicit your help in expediting the relocation of Portland General Electric facilities which are in conflict with State Highway Department construction on existing and future projects.

Under Oregon State Highway Department contracts, the successful bidders are assured by one of the contract provisions that the utilities which conflict with the proposed construction will be adjusted, relocated or removed expeditiously. Certain procedures have been established whereby the Utilities are advised of the proposed construction and notified which of their facilities will be in conflict.

If the Utility has ~~located~~ facilities on public road right-of-way, it is required to make any necessary adjustments at its own expense. If, however, the Utility has a prior right, which can be documented, then arrangements are made to reimburse the Utility for the actual costs of any adjustments necessary.

During the 1967 construction season, we have had some conflict on the Burlington-Portland City Limits Section of the Columbia River Highway with facilities owned by PGE and located to a large part on existing right-of-way. I am well aware of the fact that your organization had two large, highway-oriented conflicts to handle this past summer and ~~xixx~~ that the damage suffered by the facilities of your company during the summer wind storm also was a further complicating factor. However, it is a fact that the contractor on this project has been delayed and that he has been put to considerable extra expense due to the pace with which your company proceeded in relocating pole lines.

FBK.

We are bringing this matter to your personal attention in the earnest hope that better coordination between your work and our work is achieved in the future.

If you have any suggestions how we may assist you in achieving this goal, please advise and we will do everything in our power to see that they are followed.

FBK:srb

RECEIVED
OCT 30 1967
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

F-171(11)
7009

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 26, 1967

NOTED
F. B. KLABOE

Spokane, Portland & Seattle Railway Company
1101 NW Hoyt Street
Portland, Oregon 97207

ATTENTION: H. F. Moy

Re: Adjustment of Railroad Facilities
Burlington-Portland Section
Columbia River Highway
Multnomah County
Contract No. 7009
Project No. F-171 (11)

Gentlemen:

The estimate contained in your letter of October 16, 1967, covering the installation of PUC Standard #2 Crossing Signals at the new crossing of your Astoria Line Track just inside the northerly city limits of Portland has been reviewed and approved by the State.

You are hereby authorized to proceed with this work as of October 25, 1967. All work performed on or subsequent to October 25, 1967 will be reimbursed in accordance with PPM 30-3 and all supplements thereto. Please include the beginning and completion dates of your work in your bill.

Your attention is called to my letter of May 17, 1967, wherein I indicated that in addition to the installation of flashing light signals this new grade crossing will require the renewal of ballast, ties, rails, the installation of steel guard rail throughout the area of the crossing, and the adjustment of railroad signal lines. Please submit an estimate covering these additional items at your earliest convenience so that your work will not be unduly delayed.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe (w/copy of SP&S letter)
L. H. Young "
C. H. Maison "
L. W. Rulien "
Jack Hesla "
Ray Bell "

RECEIVED
OFFICE OF
CHIEF ENGINEER

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND, OREGON 97207

H. F. MOY,
SECRETARY
CHIEF ENGINEER

October 16, 1967

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
OCT 17 1967
CONSTRUCTION
DIVISION

Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Department
Salem, Oregon

Dear Sir,

Please refer to your letter of May 17, 1967, regarding your request for an estimate of cost to install an Oregon PUC standard No. 2 crossing signals at the new crossing of the SP&S Astoria line track located just inside the northerly city limits of Portland to provide access to a frontage road being constructed by the highway department on the river side of the tracks.

Estimate of installation is as follows:

2 Public Utility Commissioner's Standard No. 2 signals	3,561.00	5,410.00
Handling expenses		270.00
Rent of equipment & outfit car		568.00
Freight		17.00
Payroll additive	1,159.00	
	4,720.00	6,265.00
		4,720.00
		$10,985.00

APPROVED
W. E. Berg
ASST. CONTROLLER

H. F. Moy
Chief Engineer

GEL:f

RECEIVED
OCT 24 1967
FOR FILING

F-171(11)
7009

C

October 24, 1967

7022

Mr. Raymond C. Norgaard
Route 1, Box 225
Portland, Oregon 97231

Dear Mr. Norgaard:

Reply is made to your letter of October 11 in which you offer certain property located one and one-third miles north of Burlington as an area upon which waste material could be placed.

Any waste material which may develop on the present construction project in this area becomes the property of the contractor. I suggest that you contact Slate and Hall, the primary contractor on the Burlington-Portland Section of the Columbia River Highway. Their business address is 11655 S. W. Barbur Boulevard, Portland, Oregon 97223.

Thank you for your offer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. W. Rulien

FDM:fw srb

.6216

OCT 16 67

REFERRED TO
admin
BY SECRETARY

Portland, Oregon
Oct 11, 1967

Dept of Highway Engineers.
Salem, Oregon
Dear Sir.,

I am writting in regards to having Waste Dumped on My property which is located 1 1/3 Mile North of Burlington by Mile post 14 on the river side of U.S. 30 highways.

I believe there could be at least 30 thousand yds or more Dumped here, Being the New highway comes right by our place and would be handy for dumping.

Routing

RECEIVED
OCT 1 : 1967
CONSTRUCTION
DIVISION

Yours truly
Raymond C. Jorgaard
Rt. 1 Box 225
Portland, Oregon

RECEIVED
OCT 19 1967
FOR ITEM
F-171(11)
7009

October 18, 1967

Slate-Hall
11655 S. W. Barbur Blvd.
Portland, Oregon 97223

Gentlemen:

The State Highway Commission at its meeting on August 29, 1967, considered your request for an extension of time to cover additional work on Contract No. 7009 on the Burlington-Portland Section of the Columbia River Highway in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission approved your request for an extension of 75 calendar days without assessment of liquidated damages.

As considerable time has elapsed since August 29, we assume that a formal request for an extension of time will not be sent in.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc L. W. Rulien
Roy Pyle
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 17, 1967

To: Floyd Query
Secretary
BUILDING

SUBJECT: Burlington-Portland Section
Columbia River Highway
Contract No. 7009

A major addition to this project was accomplished by Price Agreement #3 which included a statement to the effect that 75 calendar days additional time would be allowed. I believe this was considered by the Highway Commission at their August 29 meeting and that at that time they approved not only an increase in project authorization but this 75 days as an extension of time. Attached are original and two (2) copies which we have now received showing the consent of the contractor's surety to this time extension. Apparently for reasons of his own the contractor preferred not to submit the usual time extension request on our form. The attached material would seem to satisfy our needs and that we could consider the matter closed as far as this 75 days extension is concerned. We submit this to you for your consideration and filing if you concur.

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Staff Assistant

JAB:ss

cc: L. H. Young

NOA minute entry, page 35070 Aug 29, 1967 will suffice F.E.

NOTED
FLOYD QUERY

FRED C. REED
L. A. WEST
WALTER T. DAVOL
J. CLINTON DAVIS
PAUL R. BARROW
MALCOLM W. REED

Since 1888

WELLS-REED-WOOD-WEST CO. INSURANCE

412 FAILING BUILDING ■ PORTLAND 4, OREGON ■ TELEPHONE: 226-1651

October 2, 1967

Oregon State Highway Commission
Salem,
Oregon

RE: Great American Bond No. 158 14 44
Slate-Hall, Principal;

Gentlemen:

We hereby consent to an extension of time of 75 calendar days for the completion of Oregon State Highway Department Contract No. 7009, covering the Burlington-Portland Section of the Columbia River Highway in Multnomah County, Slate-Hall, Contractors.

This consent to extension of time is pursuant to the provisions of Paragraph M, of Section C, of Price Agreement 3, covering said contract.

Signed, sealed, and dated this 2nd day of OCTOBER, 1967.

Countersigned:
WELLS-REED-WOOD-WEST Co.

BY: _____
Resident Agents

GREAT AMERICAN INSURANCE COMPANY

BY: _____
Fred C. Reed, Attorney-in-Fact

Countersigned:
HANSEN & ROWLAND INC.(of Oregon)

BY: _____
Resident Agents

SEABOARD SURETY COMPANY

BY: _____
Ethel Wold - Attorney-in-Fact

FRED C. REED
L. A. WEST
WALTER T. DAVOL
J. CLINTON DAVIS
PAUL R. BARROW
MALCOLM W. REED

Since 1888

WELLS-REED-WOOD-WEST CO. INSURANCE

412 FAILING BUILDING ▪ PORTLAND, OREGON 97204 ▪ PHONE: 226-1651

October 2, 1967

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Salem,
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Countersigned:
HANSEN & ROWLAND INC. (of Oregon)

BY: _____
Resident Agents

SEABOARD SURETY COMPANY

BY: _____
Ethel Weld - Attorney-in-Fact

Since 1888

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BY: _____
Resident Agents
Asst. Secy

SEABOARD SURETY COMPANY

BY: _____
Ethel Wold - Attorney-in-Fact

Since 1888

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Salem,
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Fred C. Reed, Attorney-in-Fact

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HANSEN & ROWLAND INC. (of Oregon)

BY: _____
Resident Agents
Asst. Secy.

SEABOARD SURETY COMPANY

BY: _____
Ethel Weld - Attorney-in-Fact

RECEIVED
SEP 20 1967

F-171(11)
1009

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1967

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: Pux 656 - Nehalem Boom Overcrossing
United Rwy. Line of SP&S Rwy. Co.
Near Burlington
Multnomah County

Building

Herewith I hand you a copy of Order #44064, issued by the Public Utility Commissioner under date of September 21, 1967, relative to the above-subject matter.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachment

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
L. W. Rulien (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)
Harold Reynoldson (1)
Permit Division (1)
E. E. Johnston (1)

RECEIVED
SEP 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

Order #44064

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-417

In the matter of the application of the State of Oregon (State Highway Commission) to construct a highway crossing above grade across the tracks of the Spokane, Portland and Seattle Railway Company.	ORDER

On August 23, 1967, the State of Oregon (State Highway Commission) filed an application with the Commissioner for authority to construct a highway-railroad overcrossing under the provisions of ORS 366.205, 763.040 and 763.050.

Attached to the application are Oregon State Highway Department drawing Nos. 23260 and 23263. Said drawings set forth the physical details and dimensions concerning the proposed structure and its immediate vicinity.

Applicant alleges that the persons or parties affected by the proposed overcrossing are the Spokane, Portland and Seattle Railway Company, and Multnomah County. Copies of the application and attached drawings were served upon the above named parties who subsequently advised the Commissioner that they have no objections to the granting of the application.

Due consideration has been given to all representations set forth in the application and responses thereto. No issues within the purview of ORS 763.080 which would require a public hearing are raised by any railroad company or public body and the delay and expense which would be incurred by the holding of public hearing on this matter appear unjustified. A public hearing will, therefore, not be required.

Based upon the application, the record herein and field investigation by the Commissioner's staff, it is found that:

The applicant herein is a "Public Authority," Spokane, Portland and Seattle Railway Company is a "Railroad" and the intersecting road is a "Highway" as defined in ORS 763.010.

In connection with the reconstruction of the lower Columbia River Highway, the State of Oregon (State Highway Commission) proposes to construct an overcrossing structure over the right-of-way and tracks of the Spokane, Portland and Seattle Railway Company. The proposed overcrossing structure will be located near Scappoose in Multnomah County in S. 28, T. 2 N., R. 1 W., W.M.

Upon completion the estimated annual average daily traffic on the Burlington-Portland section of the lower Columbia River Highway will be approximately 6600 vehicles with an anticipated increase to 12,600 vehicles per day in 20 years. At the site of the proposed overcrossing there will be 6 train movements daily.

Applicant proposes that the construction of the said overcrossing and the maintenance of the project be handled and the cost thereof, except as otherwise provided in agreement between applicant and railroad, be borne as follows:

THINGS TO BE DONE BY APPLICANT:

1. Acquire all right of way necessary for the project.

2. Prepare plans, specifications and arrange for the proposed construction and supervision of the construction thereof, which shall include the following:

   (a) Construct the relocated railway grade up to subgrade, including the concrete overcrossing structure, drainage structures, right of way fences, guardrail and appurtenances.

(b) After railroad operations are commenced on the revised line, remove the existing concrete piers and footings of the abandoned undercrossing.

3. Finance the construction of said project, including reimbursement to Railroad Company for its costs incurred in connection therewith, as hereinafter set out under paragraph 2 under THINGS TO BE DONE BY RAILROAD.

4. Maintain the overcrossing structure, retaining walls, guardrails, highway roadbed and pavement and other highway appurtenances.

THINGS TO BE DONE BY RAILROAD:

1. At its own cost and expense:

(a) Furnish all material, labor, equipment, supplies and supervise the construction of approximately 2,800 lineal feet of main track, including ballast and ties on subgrade to be constructed by State.

(b) Remove abandoned main line track, furnish, install and remove temporary switch at west connection of relocated rail.

(c) Relocate poles and transfer their communication lines.

(d) Construct a 24-foot wide planked crossing across the Astoria main track for a private road crossing.

(e) Remove approximately 771 lineal feet of timber trestle and the existing steel undercrossing, exclusive of piers.

(f) At the completion of construction or rerouting of trains over the new alignment, maintain the railroad line including railroad cut or fill slopes, railroad drainage, ballast, ties and track with its appurtenances and facilities on the revised location.

2. Subject to reimbursement by applicant under THINGS TO BE DONE BY APPLICANT:

   (a) Provide all inspection, watchman and flagman services as may be necessary to safeguard the railroad's operations during the construction of the project.

   (b) Provide all engineering inspection as necessary to insure that plans and specifications for those portions of the highway relocation, which occur on railroad property or may affect railroad property and the relocation of the railroad roadbed and drainage alterations are substantially followed.

The proposed overcrossing is for the accommodation of the public. No objections by any party hereto are made to the location of said railroad crossing, to the proposed manner of its construction, or to applicant's proposals for the allocation of work to be done and the apportioning of costs to be borne in connection with construction and maintenance of the crossing. Such proposals are just and reasonable and are hereby approved.

The proposed overhead crossing structure will be of modern design and construction capable of accommodating present anticipated vehicular traffic. It will eliminate those hazards inherent in highway-railroad crossings at grade and therefore promote public safety and convenience, all in the public interest.

From the foregoing it is concluded that the application should be granted. It is therefore

ORDERED that the application of the State of Oregon (State Highway Commission) be and the same is hereby granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner and in accordance with

accepted engineering practices. The construction shall be performed in conformance with the details as shown on the drawings submitted with the application and above identified;

2. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDERED that the designation 8U-10.2-A be assigned to the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective SEPTEMBER 21 1967.

Sam R. Haley
PUBLIC UTILITY COMMISSIONER

(SEAL)

RECEIVED
SEP 15 1967
FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 15, 1967

In reply refer to: 08-35-EC

F-171(11)
A.W. Parsons
1009

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-171(11), Burlington - Portland
SP&S Railroad Track Revision (Nehalem Boom)

Our August 29, 1967 memorandum requested your consideration of depreciated credit for the railroad structure under the subject project. Under the provision of PPM 30-3, paragraph 10, you have furnished us via Mr. Young's September 12, 1967 letter a copy of the railroad's August 30, 1967 estimate which clearly shows the labor of removal of the structure far exceeds the salvage value of the material; therefore, the necessity for credit is waived.

NOTED
F. B. KLABOE

9-20-67
REFERRED TO
Upper Oregon - Idaho
BY ASST. STATE HWY. ENGR.

RECEIVED
SEP 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form 734-2278 (Rev. 10-64)

RECEIVED
SEP 7 - 1967
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

F-171(11)
Project Burlington-Portland — Date September 6, 1967

Highway Columbia River — Contract No. 7009

7009
County Multnomah — Kind of Work Grading, Paving, Structure & Signing — Contractor Slate-Hall

	Authorized	Estimated
Contract Amount	$ 2,064,114.05	$ 2,064,114.05
Anticipated Items	55,700.00	55,700.00
Contingency (4½%)	95,391.63	495,693.03
Engineering	169,585.12	169,585.12
Credits	0	0
PROJECT COST	2,384,790.80	2,785,092.20

NET INCREASE $ 400,301.40 or 16.79%*

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) P.A. No. 3 Nehalem Boom Track Revision, RR structure and related highway adjustments	$400,301.40	$+400,301.40

* Approved by Commission Action August 29, 1967.

Principal reasons for overruns (Continue on reverse side): Construction of railroad overcrossing between Stations 363 and 400.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer

Noted by _____ for Construction or Bridge Engineer

Confirmed by _____ Division Engineer

Noted by _____ Deputy or State Highway Engineer

SP*22760-734

RECEIVED
SEP 21 1967
FOR FILING

E-171(11)
7009

NOA

Salem, Oregon
August 31, 1967

Agreement
Spokane, Portland and Seattle
Railway Company

RAILROAD COMPANIES
FILE No. 676

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Attention: Mr. Jack L. Sollis
Staff Attorney

Attached for further handling are two fully executed copies of an agreement with the Spokane, Portland and Seattle Railway Company for the realignment and widening of Primary State Highway No. 2W at Burlington in Multnomah County.

A fully executed copy of this agreement should be returned to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att. (2)

cc: T. W. Litchfield

RECEIVED
SEP 1 - 1967
FOR FILING

F-171(11)
7009

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 29, 1967

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon F-171(11)
Burlington - Portland Section
Nehalem Boom Track Revision

Mr. Klaboe's letter dated August 24 requested our concurrence in a proposed program change in the subject contract that requires a realignment of the SP & S railroad tracks between stations 363+00 and 400+00. This change further requires that an overcrossing structure be included in the present contract by price agreement instead of a future contract as originally planned. This program change is approved effective today.

The proposed change in the railroad alignment will have the following results:

1. A better grade line for the highway facility.

2. Improve the safety aspects of the completed project by eliminating the existing railroad undercrossing with its support abutments close to the through-traffic roadways.

3. Better highway cross section.

4. Eliminates railroad maintenance of a wood trestle approximately 650± feet in length. (This trestle appears to be in good physical condition.)

5. Results in approximately the same railroad grade line.

6. Decreased slightly the total central angle of railroad curvature.

NOTED
F. B. KLABOE

The concept of this work is approved on the basis of the above.

RECEIVED
AUG 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

8-31-67
REFERRED TO (more)
Merchant - Thorsen - Rubin - Young
Mocking
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The prices negotiated with the contractor for the changes involved have been reviewed by this office and appear to be supportable.

In reviewing the supporting data submitted with your request for this change we cannot find where any consideration has been given to the depreciated credit accrued to the structure being replaced as required in PPM 30-3. This matter should be resolved prior to the submission of a revised project agreement estimate.

This office concurs with your request to waiver the stipulations as set forth in our April 12, 1967 P.S. & E. approval memorandum; however, we again call to your attention the inevitable problems that result when projects are advanced to the P.S. & E. stage without full compliance with paragraph 8 of PPM 30-3. In view of our past problems in this area this office will find it extremely difficult to approve any P.S. & E. which involves railroad work without full compliance of the aforementioned paragraph.

Verbal approval to proceed with the work involved in this railroad relocation was given to Mr. Edwin Pease of your construction department on August 25 by Mr. G. R. Brooks, District Engineer, of this office

We have reviewed the Railroad Agreement submitted by Mr. Cartwright's letter of August 28 and find it satisfactory. You are authorized to proceed with reimbursable railroad work as covered by the Agreement.

RECEIVED
AUG 30 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-171(11)
1009

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 28, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Nehalem Boom Track Revision
Railroad Agreement
Burlington-Portland Section
Columbia River Highway
Multnomah County
Project No. F-17 (11)

Dear Sir:

Herewith for your information, review and approval you will find a copy of a proposed agreement with the Spokane, Portland and Seattle Railway Company covering the relocation of their United Railway Line (Nehalem Boom) which we have recently negotiated with the railroad and the contractor.

This agreement has been reviewed by the State's Legal, Construction and Bridge Divisions and found to be satisfactory. If this agreement meets with your approval we will submit it to the Highway Commission for their approval at the meeting of August 29, 1967.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Jackson Partridge

for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
Enclosure
cc: Tom Edwards
I. D. Merchant
F. B. Klaboe
Jack Sollis

NOTED
F. B. KLABOE

RECEIVED
AUG 2 0 1967
OFFICE OF
STATE HIGHWAY ENGINEER

AUG 25 1967

F-171(11)

7009

August 24, 1967

Mr. A. W. Parsons,
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

Re: Nehalem Boom Track Revision
Spokane, Portland & Seattle Ry. Co.
Burlington-Portland Section
Columbia River Highway
Multnomah County
Project No. F-171(11)

Dear Mr. Parsons:

Subsequent to your meeting with me on June 30, 1967, and my letter to you dated July 3, 1967, regarding the possible elimination of the existing SP&S Railway Undercrossing with the construction of an overcrossing, we have negotiated at great length with the railroad and have now come to an agreement whereby this change in plans might be effected. The original premise at the outset of this discussion with the railroad was that the State would spend only the amount of money originally estimated to be put into the project by the restoration of the existing undercrossing to accommodate the new four-lane highway. The railroad was told that they were expected to bear all costs in excess of our original plan. The area of the project affected by this proposed railroad relocation lies between highway stations 363+00 and 400+00. Therefore, we have developed estimates for the project as originally planned between these stations and also an estimate for the cost as presently proposed.

We negotiated with the railroad and they agreed to stand the total cost of their track work, moving communication and signal lines, construction of a plank crossing to accommodate a road approach, removal of the existing 771 foot pile trestle, the existing steel undercrossing structure and the old track. The railroad estimates their cost of this work to be $64,367. They also have agreed that the railroad will bear the cost of any overrun of excavation of their new subgrade if this overrun forces the cost over the original amount the State estimated to spend between stations 363 and 400.

The total of the contract bid items between these stations on the original plan, using bid prices, was $300,990.05. The total cost of the originally proposed railroad undercrossing structure was $400,000.00. To this was added 20% for engineering and contingencies, amounting to $140,198.01. We also included the value of the nonparticipating engineering design performed on this portion of the contract plans which amounted to $20,135.37. This totals $861,323.43, which is the amount the State would have spent on the project as originally proposed.

The estimate of the new plan using contractor bid or negotiated prices, as received in our meeting of August 21, 1967, show the contract bid items on the highway between the same station limits of 363 and 400 to be $282,936.40. The total of all items attributable to the railroad relocation is $419,255.05. To these figures we have added 20% for engineering and contingencies, or $140,438.29, plus the estimated cost of additional non-participating right of way, $3500, and the non-participating cost of $9000 for the engineering design of this realignment, for a total of $855,129.74. Our agreement with the railroad provides that if the cost exceeds $861,323.43 between these stations the railroad is to pick up the cost attributable to the overrun in general excavation on the railroad sub-grade. The estimates as described above indicate that the plan as presently proposed may be $6,193.69 cheaper than the plan as originally proposed. I should like to point out that the total of $855,129.74 does not include the $64,367 the railroad is to spend for track work or any anticipated overrun in the general excavation item. Furthermore it should be noted that if the non-participating preliminary engineering and right of way costs are excluded in the comparison, the original plan cost estimate would be $841,188.06 whereas the proposed revision cost estimate is $842,629.74. The difference here is not considered to be substantial. Consequently in view of the similarity in estimated participating costs as well as consideration of other justification which we are furnishing, a waiver of the stipulation in your April 12, 1967 PS&E approval memorandum precluding participation in added construction features resulting from the railroad's review and approval of the plans is considered to be warranted.

As you know, there has been a serious effort to incorporate the Lower Columbia River route into the Interstate system. If this should ever become necessary to add additional traffic lanes in the future, it would be much easier and cheaper to add them under the requested undercrossing plan than it would be under the original overcrossing plan.

The interference with and hazard to traffic created by the construction activity are much less under the requested plan because there will be no overhead obstructions and lateral clearance will be greater than could possibly be secured while building the overcrossing. If a temporary railroad shoofly were required, it would involve a temporary trestle alongside the existing railroad line and would require the passage of highway traffic underneath in the close proximity of temporary piling for several months.

Under the original overcrossing plan the center piers would be a serious roadside hazard, being only 8 and 9 feet from the travel lane. While they would be protected by guard rail, the project does not call for a median barrier and intermittent sections of rail are very undesirable. A similar situation would exist on the outside lanes where piers would be located 11 and 14 feet from the edge of the traveled way. The ADT at this location is now 7,100 vehicles; the projected ADT for 1985 is 13,500 vehicles. This means that there will be a potential accident at this location 4,927,500 times a year. We emphasize that the proposed plan is much more in accordance with the objectives of current safety policies and the yellow book. Incidentally, the original plan was designed before the yellow book and the incorporation of new design criteria would greatly increase its cost.

The original plan required a sawtooth section due to the super elevation of the highway. Continuous symmetrical lanes as close as these are more desirable also from a safety standpoint.

Even if all other factors were equal, the periodic movement of trains over the highway always has with it some degree of risk or hazard to the highway user below. The possibility of vandalism to vehicles from above also is eliminated when the overcrossing structure is eliminated.

It is impossible to put a price tag on these safety features. To provide the safest facility and to minimize the hazard to traffic during its construction, the proposed plan is best in every respect.

Other benefits to the highway which may be pointed out are that the maximum curvature is reduced from 1^{o} 30' to 1^{o} 00'. The maximum gradient is reduced from 5.16% to 3.25%. The crest stopping sight distance is increased to allow a design speed of 60 mph as opposed to a design speed of 52 mph required by the original plan.

The railroad does derive some benefit from this relocation, but they do not appear to be as significant as the highways benefits. The new alignment affords them a reduction in total central angle through this area of $13^{o}38'$. The new alignment will be 27 feet longer but the maximum grade remains the same 2% as now exists. This will also eliminate the necessity of their maintaining a 771 ft. timber trestle now in existance.

The the meeting with the contractor on August 21, the contractor stated that if he could begin work by August 28, 1967, he would accept a completion date of October 15, 1968. This will give the public a complete facility in all respects by the fall of 1968. If the original plan were pursued, it is very likely that the traveling public would not have a completed facility until some time in 1969.

Under the original plan the railroad and the State had not come to an agreement upon the maintenance of the proposed steel structure. This matter was to be the subject of a PUC hearing which has since been cancelled. Had the railroad's position been upheld in the PUC hearing then, the State would have been charged with the maintenance of this structure, which would have been an additional cost, not discussed previously. Either party could have appealed the decision of the Public Utility Commissioner to the Circuit Court and this would have further delayed the prosecution

of the undercrossing project. Although the railroad structure was carried on our schedule of contract lettings to be let on September 7, 1967, it is quite likely that the project would have been delayed until sometime this winter, or even later. The original project would require at least a year to build and so a completed facility for the traveling public would not be available any earlier than the spring of 1969. There would be the further problem of coordinating the two contractors and the handling of traffic through the bottleneck area under the existing railroad structure until the new structure was complete.

The total value of the railroad relocation is estimated to be $483,622.05. The railroad has agreed to bear at least $64,367 of this expense, or 13.3% of the total cost. It may work out that the railroad will contribute considerably more than this amount when the final figures are determined.

We feel the agreement, as negotiated with the railroad, is fair and equitable and that the facility resulting to the tax payers will be substantially better than that originally proposed. If this agreement is satisfactory we request a program change adding the railroad relocation work and overcrossing to this project. We further request authorization to proceed with the price agreement work pending our submission of a modified project agreement estimate. The total estimated cost of the project now will be $2,737,355 with Federal participation in the amount of $1,738,000.

The price agreement and the railroad agreement will be submitted to you under separate correspondence within the next day or two.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:

F. B. Klaboe
Assistant State Highway Engineer

Attachments

Bridge Drawing Nos. 22689 (2), 23260 (2), 23263 (2).
Grading Plan Sheets 1, 2, 2a, 2c, 2h, 8, 9, 10, 10a, 10b, 11, 17a (2).

FBK-TWL:ss
cc: Tom Edwards
I. D. Merchant
F. D. Morgan
C. H. Maison
L. H. Young
L. W. Rulien
Roy Pyle
T. W. Litchfield

Forrest Cooper
R. L. Porter

Burlington - Portland Sec. 8-24-67

Item	Amt. Eliminated	Amt. Added
Total of Contract Items	- $ 300,990.05	
Total of Revised Summary Items		+ $ 282,936.40
R.R. O'xing & Shoo-fly	- 400,000.00	
Remove Old Piers		+ 6000.00
Fence, Type 3-70		+ 2,345.00
Gen. Excavation,	- R.R.	+ 98,550.00
Trench Excavation	- R.R.	+ 100.00
18" Culvert Pipe	- RR	+ 136.00
48" Culvert Pipe	- R.R.	+ 1,620.00
Ditch Excavation	RR	+ 2,800.00
R.R. O'xing Structure		+ 307,704.05
Subtotal	$ 700,990.05	$ 702 191.45
20% Engr & Casting.	140,198.01	+ 140,438.29
Additional R/W		+ 3,500.00
Engr. Design (Contract Plans)	20,135.37	
" " (Re-alignment)		+ 9,000.00
Total	$ 861,323.43	$ 855,129.74

Differential $ - 6,193.69

COMPARATIVE ESTIMATES
STA 363+00 TO STA 400+00

Date: 8-~~22~~ 24-67

Sheet 1

Lawton-Portland Section
Clearing, Paving, Structure and Signing

NO.	ITEM	UNIT	Unit Price	Orig. Est.	Rev. Est.
	ROADWORK				
201	CLEARING AND GRUBBING	LUMP SUM	$165,000.00	—	$13,000.00
202	DITCH EXCAVATION UNCLASSIFIED	CU YDS	3.50	35.00	—
203	GENERAL EXCAVATION UNCLASSIFIED	CU YDS	1.35	114,292.35	85,448.25
	EMB FOUNDATION EXC UNCLASSIFIED	CU YDS	1.50	2,373.00	2,373.00
	FINISHING ROADBED AND SLOPES	LUMP SUM	20,000.00	—	2,500.00
	ROUNDING CUTBANKS	LIN FT	0.25	925.00	925.00
	TRENCH EXCAVATION	CU YDS	5.00	5,935.00	4,250.00
	SPECIAL BACKFILL IN DRAINS	CU YDS	8.00	360.00	—
209	WATERING	M GALS	2.50	1,102.50	1,500.00
	3/4 IN-O MATERIAL IN BASE	TONS	1.75	1,400.00	5,734.75
211	PLANT-MIX STONE BASE	TONS	1.70	31,711.80	49,420.70
212	BITUMINOUS BASE MIXTURE	TONS	4.10	29,999.70	24,932.10
213	ASPHALT IN BITUMINOUS BASE MIXTURE	TONS	27.50	9,047.50	7,507.50
214	3/4 IN-O AGGREGATE IN PRIME COAT	CU YDS	7.00	1,603.00	2,198.00
5	RC-250 ASPHALT IN PRIME COAT	TONS	43.00	1,505.00	2,107.00
	ASPHALT IN TACK COAT	TONS	50.00	25.00	—
7	CLASS B ASPHALT CONCRETE MIXTURE	TONS	4.20	30,340.80	32,184.60
216	ASPHALT CEMENT IN MIXTURE	TONS	27.50	10,917.50	11,495.00
				$ 241,573.15	$ 245,575.90

anton-Portland Section

	ITEM	UNIT	Unit Price	Orig. Est.	Rev. Est.
	CLASS A CONCRETE IN WALLS	CU YDS	70.00	$16,660.00	—
	REINFORCEMENT IN WALLS	LBS	0.14	3,389.40	—
	36-INCH CULVERT PIPE	LIN FT	5.50	220.00	—
	30-INCH CULVERT PIPE	LIN FT	9.00	108.00	$ 108.00
	48-INCH CULVERT PIPE	LIN FT	25.00	300.00	300.00
	8-INCH STORM SEWER PIPE	LIN FT	3.25	117.00	117.00
	12-INCH STORM SEWER PIPE	LIN FT	4.50	6,750.00	7,272.00
	15-INCH STORM SEWER PIPE	LIN FT	5.50	682.00	825.00
	18-INCH STORM SEWER PIPE	LIN FT	7.00	252.00	252.00
	6-INCH DRAIN PIPE	LIN FT	2.50	1,275.00	—
	CONCRETE MANHOLES	ONLY	400.00	2,400.00	2,400.00
	SPECIAL MANHOLES	ONLY	900.00	900.00	900.00
	CONCRETE INLETS TYPE CG-1	ONLY	160.00	160.00	160.00
	CONCRETE INLETS TYPE G-1	ONLY	155.00	1,705.00	930.00
	CONCRETE INLETS TYPE G-2M	ONLY	165.00	165.00	165.00
	CURB INLETS	ONLY	210.00	420.00	420.00
	CONCRETE CURBS	CU YDS	40.00	8,480.00	4,560.00
	EXTRA FOR A C CONC APPROACHES	ONLY	40.00	120.00	120.00
	GUIDE POSTS W-1	ONLY	7.50	165.00	165.00
				$44 268.40	$18,694.00

Keaton-Portland Section

	ITEM	UNIT	Unit Price	Orig. Est.	Rev. Est.
	GUARD RAIL	LIN FT	2.60	$2,405.00	$4,907.50
	TYPE 2 BARRICADE	LIN FT	4.00	8,400.00	8,400.00
	RAIL END PIECES	ONLY	4.75	28.50	28.50
	GUARD RAIL BLOCKS	ONLY	1.50	390.00	505.50
	EXTRA GUARD RAIL POSTS	ONLY	11.00	231.00	231.00
	SALVAGING TYPE 2 BARRICADE	LIN FT	0.75	1,500.00	1,500.00
	GUARD RAIL-SALVAGED BARRICADE	LIN FT	1.00	2,000.00	2,000.00
	FURN FIELD LABORATORY BUILDING	LUMP SUM	1000.00	194.00	194.00
				$15,148.50	$17,766.50

NEW ITEMS

42-INCH CULVERT PIPE	LIN FT	30.00	—	900.00
16 GA. METAL BIN TYPE WALL, DESIGN "A"	SQ FT		—	—
14 GA. METAL BIN TYPE WALL, DESIGN "B"	SQ FT		—	—
Total Highway Const. Items			$300,990.05	$282,936.40

RAILROAD RELOCATION

Fence, Type 3-70	Rod	35.00	—	2,345.00
REMOVE OLD R.R. STR., INCL. PIERS	LUMP SUM	6000.00	—	6,000.00
GENERAL EXCAVATION UNCLASSIFIED, R.R.	CU YDS	1.35	—	98,550.00
Ditch Excavation	Cu. Yd.	3.50	—	2,800.00
Trench Excavation	Cu. Yd.	5.00	—	100.00
42" C.S.P. Asph. Coated Asbestos Protected (14 Ga)	Lin. Ft.	8.50	—	136.00
48" C.S.P. Asph. Coated Asbestos Protected (10 Ga Struttled)	Lin.	27.00	—	1,620.00
Total Grading Items				$111,551.00

Burlington-Portland Section

ITEM	UNIT	Unit Price	Orig. Est.	Rev. Est.
STRUCTURAL ITEMS				
LBS "A" CONCRETE IN RETAINING WALLS	CU YD	62.00	—	$ 29,884.00
METAL REINFORCEMENT IN RETAINING WALLS	LBS	0.14	—	11,522.00
LBS "A" CONCRETE IN RIGID FRAME STR.	CU YD	53.00	—	132,500.00
METAL REINFORCEMENT IN RIGID FRAME STR.	LBS	0.14	—	44,466.80
GENERAL EXCAVATION	CU YD	1.75	—	7,201.25
TRENCH EXCAVATION	CU YD	5.00	—	10,200.00
STRUCTURAL EXCAVATION	CU YD	5.50	—	61,160.00
SPECIAL BACKFILL	CU YD	6.00	—	10,770.00
			Total Structural Items	$ 307,704.05
			Total Railroad Relocation Items	419,255.05

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PREL.

ESTIMATE SHEET

Bridge Name Alsea Bay County _____ Bridge No. _____
Section and Station _____ Highway _____
Estimate Made By _____ Date _____ Checked By _____ Date _____
Description Tempory Trestle

Estimate From (Strike out the ones which do not apply) No plans; Sketch; Completed plans; Drawing No. E-72

Calculation Book No. _____ Loading _____

ITEMS	UNIT	QUANTITIES Substruct.	Superstruc.	Total	COST Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	-
Structural Excavation	Cu.Yd.	-	-	70	6.00	420.-
Excavation Below Elevation Shown	Cu.Yd.	-	-	22,000	1.20	26,400.-
Untreated Timber Piling	Lin.Ft.	-	-	-	-	-
Treated Timber Piling	Lin.Ft.	-	-	-	-	-
Steel Piling	Lin.Ft.	-	-	-	-	-
Prestr. Conc. Piling	Lin.Ft.	-	-	318	40.-	12,720.-
Drive Timber Piling	Each	-	-	-	-	-
Drive Steel Piling	Each	-	-	-	-	-
Splice Steel Piles	Each	-	-	-	-	-
Drive Prestressed Concrete Piling	Each	-	-	-	-	-
Class "A" Concrete	Cu.Yd.	-	-	-	-	-
Concrete	Cu.Yd.	-	-	-	-	-
Metal Reinforcement	Lbs.	-	-	140.5	300	42,150.-
Lumber	F.B.M.	-	-	106,300	200	21,260.-
Structural Steel 1-24	Lbs.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Structural Steel	Lbs.	-	-	-	-	-
Prestr. Conc. Slabs	Each	-	-	-	-	-
Prestr. Conc. Slabs	Each	-	-	-	-	-
Prestr. Conc. Slabs	Each	-	-	-	-	-
Prestr. Conc. Slabs	Each	-	-	-	-	-
Type ___ Prestr. Conc. Beams	Each	-	-	-	-	-
Type ___ Prestr. Conc. Beams	Each	-	-	-	-	-
Type ___ Prestr. Conc. Beams	Each	-	-	-	-	-
Type ___ Prestr. Conc. Beams	Each	-	-	-	-	-
Type ___ Prestr. Conc. Beams	Each	-	-	-	-	-
Metal Parapet Rail #	Lin.Ft.	-	-	-	-	-
Metal Parapet Rail #	Lin.Ft.	-	-	900	10.-	[illegible]
Trestle	40-ft.					
Removal of old Bridge	All	-	-	-	-	-
Maintenance of Traffic	All	-	-	-	-	112,000.-

Subtotal _____
Plus _____ Per Cent For Engineering & Contingencies
TOTAL COST $ _____

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PREL 20141

ESTIMATE SHEET

Bridge Name Nisbalem Bridge County Mult Bridge No. 20141
Section and Station Prelim. Plans Highway Lower Col River
Estimate Made By LDM Date 6-30-67 Checked By _____ Date _____
Description LCW

Estimate From ~~No plans~~
(Strike out the ones which do not apply) ~~Sketch~~ Completed plans; Drawing No. E-72

Calculation Book No. _____ Loading _____

ITEMS	UNIT	QUANTITIES Substruct.	Superstruc.	Total	COST Rate	Amount
Shoring, Cribbing Etc. X	All	-	-	-	-	5,000.-
Structural Excavation	Cu.Yd.	-	-	1990	5.00	9,950.-
Excavation Below Elevation Shown	Cu.Yd.	-	-	-	-	-
Untreated Timber Piling	Lin.Ft.	-	-	-	-	-
Treated Timber Piling	Lin.Ft.	-	-	-	-	-
Steel Piling	Lin.Ft.	-	-	-	-	-
Prestr. Conc. Piling	Lin.Ft.	-	-	-	-	-
Drive Timber Piling	Each	-	-	-	-	-
Drive Steel Piling	Each	-	-	-	-	-
Splice Steel Piles	Each	-	-	-	-	-
Drive Prestressed Concrete Piling	Each	-	-	1225	70.00	85,750.-
Class "A" Concrete	Cu.Yd.	-	-	-	-	-
Concrete	Cu.Yd.	-	-	102,300	0.14	14,322.-
Metal Reinforcement	Lbs.	-	-	14.1	400	5,640.-
Lumber	F.B.M.	-	-	577,240	0.27	155,855.-
Structural Steel A36	Lbs.	-	-	7400	0.30	2,220.-
Structural Steel A441	Lbs.	-	-	-	-	-
Prestr. Conc. Slabs	Each	-	-	-	-	-
Prestr. Conc. Slabs	Each	-	-	-	-	-
Prestr. Conc. Slabs	Each	-	-	-	-	-
Prestr. Conc. Slabs	Each	-	-	-	-	-
Type ___ Prestr. Conc. Beams	Each	-	-	-	-	-
Type ___ Prestr. Conc. Beams	Each	-	-	-	-	-
Type ___ Prestr. Conc. Beams	Each	-	-	-	-	-
Type ___ Prestr. Conc. Beams	Each	-	-	-	-	-
Type ___ Prestr. Conc. Beams	Each	-	-	-	-	-
Metal Parapet Rail #	Lin.Ft.	-	-	-	-	-
Metal Parapet Rail #	Lin.Ft.	-	-	4160	0.50	2,080.-
20 gauge galv Sheet						2000.-
Pomona Trestle						50.00.-
R.R. Costs						
Removal of old Bridge	All	-	-	-	-	-
Maintenance of Traffic	All	-	-	-	-	-
	Subtotal					137,818

FORM E-123

RECEIVED
AUG 28 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

F-171(11)
1009

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
August 23, 1967

Mr. Sam R. Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Our File Pux 656 - Application
Nehalem Boom Overcrossing
Near Burlington
Multnomah County
Spokane, Portland & Seattle Rwy. Co.

Dear Sir:

Herewith I hand you original and 4 copies of Application of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Spokane, Portland & Seattle Railway Company, one copy for service upon Multnomah County and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachments

cc: R. L. Porter
F. B. Klaboe
Ivan Merchant
F. D. Morgan
L. W. Rulien
Harold Reynoldson
T. W. Litchfield

RECEIVED
AUG 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
8-23-67

PUX 656

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a new Overcrossing of the United Railway Line of the Spokane, Portland & Seattle Railway Company, known as the NEHALEM BOOM OVERCROSSING project near Burlington in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 29, and the Northwest Quarter and Southwest Quarter (NW¼ & SW¼) of the Northwest Quarter (NW¼) of Section 28, Township 2 North, Range 1 West, Willamette Meridian, Multnomah County, Oregon.	APPLICATION No._____

Comes now the Applicant, State Highway Commission, and files its Application in the above-titled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That for the proper service, safety and convenience of the travelling public, Applicant proposes to construct an Overcrossing of the tracks of the Spokane, Portland & Seattle Railway Company. The construction of the Overcrossing is necessitated by the reconstruction and widening of the Lower

JLS:ja
8-23-67

Columbia River Highway. The existing Undercrossing, as established by Public Utility Commissioner Order #3021, dated November 5, 1935, is only long enough for two 2-lanes of traffic and Applicant proposes to widen said highway to 4-lanes in this area. Said construction necessitates the removal of said existing Undercrossing structure and the construction of a single 20-foot concrete rigid frame span 454 feet long, allowing 10 feet horizontal clearance on each side of the centerline of the Railway track and 23 feet vertical clearance above top of rail. There will also need to be constructed approximately 2800 feet of Railway track. As the structure will be constructed before the track will be put in use, no impaired clearance will be necessary. Said construction will be as shown on Oregon State Highway Department Drawing No. 23260, entitled Nehalem Boom RR O-Xing, Burlington-Portland Section, Columbia River Hwy., Mult. County, Bridge No. 2014A, dated August 10, 1967, and Oregon State Highway Department Drawing No. 23263, entitled Vicinity Map & Profile, Highway Overcrossing of Railroad, Burlington-Portland Section, Columbia River Highway, Near Portland, dated August 7, 1967; said Drawings by reference hereto are made a part hereof. The proposed Overcrossing project will benefit the railroad by making a better alignment of its tracks in the area and eliminates the maintenance of the existing structure and approximately 771 feet of timber trestle; and, therefore, as a result of this benefit, the Railroad has agreed to participate in the cost of the project to an extent as outlined in an Agreement between the Applicant and Railroad.

IV

That a grade crossing is not feasible because of the amount of traffic on both the highway and railroad and the terrain of the area.

JLS:ja
8-23-67

V

That upon completion, the estimated annual average daily traffic on the Burlington-Portland Section of the Lower Columbia River Highway will be 6600 with an anticipated increase to 12,600 vehicles per day in 20 years. There are approximately 6 train movements per day.

VI

The centerlines of the East and Westbound lanes are separated by 28 feet and intersect the new alignment of the railroad track at the following points: The "LE" line intersects the centerline of track at Station 390+69.42 POS equals Railroad Station 11+67.49 POC with an intersecting angle of 19°36'28" between tangents in the Southeast Quadrant. The "LW" line intersects the centerline of track at Highway Station 391+46.47 POS equals Railroad Station 10+90.77 POC with an intersecting angle of 23°14'57" between tangents in the Southeast Quadrant. The railroad relocation is on an 800-foot vertical curve with a level grade to the Southeast and an ascending grade of 1.86% to the Northwest, the point of intersection being at Railroad Station 4+00. The ascending grade of 1.86% to the Northwest increases to 2.00% at Railroad Station 15+50. The highway structure is located on a highway vertical curve of 800 feet with an ascending grade of 3.2532% to the Southeast and a descending grade of 0.10285% to the Northwest with the point of intersection at Station 387+15 at elevation 78+50.

VII

That the Spokane, Portland & Seattle Railway Company and Multnomah County are the only parties affected by this proposed Overcrossing.

JLS:ja
8-23-67

VIII

That the Applicant proposes that the construction of the said Overcrossing and the maintenance of the project be handled and the cost thereof, except as otherwise provided in the said Agreement between Applicant and Railroad, be borne as follows:

THINGS TO BE DONE BY APPLICANT:

1. Acquire all right of way necessary for the project.
2. Prepare plans, specifications and arrange for the proposed construction and supervision of the construction thereof, which shall include the following:
   (a) Construct the relocated railway grade up to subgrade, including the concrete overcrossing structure, drainage structures, right of way fences, guardrail and appurtenances.
   (b) After railroad operations are commenced on the revised line, remove the existing concrete piers and footings of the abandoned undercrossing.
3. Utilizing State and Federal funds, finance the construction of said project, including reimbursement to Railroad Company for its costs incurred in connection therewith, as hereinafter set out under paragraph 2 under THINGS TO BE DONE BY RAILROAD; accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, dated October 15, 1966.

4. Maintain the overcrossing structure, retaining walls, guard-rails, highway roadbed and pavement and other highway appurtenances.

THINGS TO BE DONE BY RAILROAD:

1. At its own cost and expense:

   (a) Furnish all material, labor, equipment, supplies and supervise the construction of approximately 2,800 lineal feet of main track, including ballast and ties on subgrade to be constructed by State.

   (b) Remove abandoned main line track, furnish, install and remove temporary switch at west connection of relocated rail.

   (c) Relocate poles and transfer their communication lines.

   (d) Construct a 24-foot wide planked crossing across the Astoria main track for a private road crossing.

   (e) Remove approximately 771 lineal feet of timber trestle and the existing steel undercrossing, exclusive of piers.

   (f) At the completion of construction or rerouting of trains over the new alignment, maintain the railroad line including railroad cut or fill slopes, railroad drainage, ballast, ties and track with its appurtenances and facilities on the revised location.

JLS:ja
8-23-67

2. Subject to reimbursement by Applicant under Federal Regulations as set forth in paragraph 3 above under THINGS TO BE DONE BY APPLICANT:

(a) Provide all inspection, watchman and flagman services as may be necessary to safeguard the railroad's operations during the construction of the project.

(b) Provide all engineering inspection as necessary to insure that plans and specifications for those portions of the highway relocation, which occur on railroad property or may affect railroad property and the relocation of the railroad roadbed and drainage alterations are substantially followed.

IX

That the proposed project is located in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 29 and the Northwest Quarter and Southwest Quarter (NW¼ & SW¼) of the Northwest Quarter (NW¼) of Section 28, Township 2 North, Range 1 West, Willamette Meridian, Multnomah County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of the costs thereof, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 23rd day of August, 1967.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
8-23-67

STATE OF OREGON)
) ss
County of Marion)

I, T. C. ROAKE, being first duly sworn, say that I am Assistant Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

T. C. ROAKE

Subscribed and sworn to before me this 23rd day of August, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
AUG 23 1967
FORM E-SOR—SOH—7-66

FOR FILING

E-171(11)
1069

Routing
Morgan
Decker
Bond
Bubee
Walker
Glenn
Swan

RECEIVED
AUG 23 1967
CONSTRUCTION
DIVISION

Mercalock
Trout
23657-734
Scott
Wills
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1967

To: Mr. George Rohde
Chief Counsel

BUILDING

SUBJECT: Nehalem Boom O'xing
SP&S Railroad
Burlington-Portland Sec.
Columbia River Highway
Multnomah County
Br. No. 201A

Att.: Mr. Jack Sollis

In the process of improving the Burlington-Portland Section of the lower Columbia River Highway from two lanes to four lanes, it will be necessary to remove the existing Nehalem Boom U'xing of the United Branch of the SP&S Railway built in 1936 (PUC Order No. 3021) and construct an overcrossing along with approximately 2,800 lineal feel of realigned railroad track.

We are attaching 12 prints each of Dwg. No. 23260, the plan and elevation drawing of the proposed structure, and Dwg. No. 23263, the vicinity map and profile of the area. These drawings will be used as exhibits to accompany the PUC application.

The project is located in the NE¼ of the NE¼ of Section 29 and the NW¼ and SW¼ of the NW¼ of Section 28, T. 2 N., R. 1 W., W.M., Multnomah County.

The proposed structure which will carry the highway over the railroad, will be a single 20' concrete rigid frame span 454' long, allowing 10' horizontal clearance each side of the center line of track and 23' vertical clearance above the top of rail. As the structure will be constructed before the track is placed in use, no impaired clearance before construction will be necessary. The center lines of the east and westbound lanes are separated by 28' and intersect the new alignment of the railroad track at the following points: The "LE"" line intersects the center line of track at Sta. 390+69.42 POS = R.R. Sta. 11+67.49 POC with an intersecting angle of 19° 36' 28" between tangents in the southeast quadrant. The "LW" line intersects the center line of track at Hwy. Sta. 391+46.47 POS = R.R. Sta. 10+90.77 POC with an intersecting angle of 23° 14' 57" between tangents in the southeast quadrant. The railroad relocation is on an 800' vertical curve with a level grade to the southeast and an ascending grade of 1.86% to the northwest, the point of intersection being at R.R. Sta.

NOTED
TOM EDWARDS

4+00. The ascending grade of 1.86% to the northwest increases to 2.00% at R.R. Sta. 15+50. The highway structure is located on a highway vertical curve of 800' with an ascending grade of 3.2532% to the southeast and a descending grade of 0.10285% to the northwest with the point of intersection at Sta. 387+15 at elevation 78.50.

The reconstruction of the existing railroad tracks is of benefit to the railroad in that it provides better alignment and eliminates the maintenance of a timber trestle approximately 771' in length along with a steel overcrossing span. As a result of this benefit, the railroad will participate in the cost of the project to the extent as outlined in the agreement between the State and the Railroad.

In this construction project, the things to be done by State at its own cost and expense, except as provided otherwise, are as follows:

1. Acquire all right of way necessary for the project.

2. Prepare plans, specifications and arrange for the proposed construction and supervision of the construction thereof which shall include the following:

   (a) Construct the relocated railway grade up to subgrade including the concrete overcrossing structure, drainage structures, right of way, fences, guardrail and appurtenances.

   (b) After railroad operations are on the revised line, remove the existing concrete piers and footings of the abandoned undercrossing.

3. Maintain the overcrossing structure, retaining walls, guardrails, highway roadbed and pavement and other highway appurtenances.

Things to be done by Railroad are as follows:

1. At its own cost and expense:

   (a) Furnish all material, labor, equipment, supplies and supervise the construction of approximately 2,800 lineal feet of main track, including ballast and ties on subgrade to be constructed by State.

(b) Remove abandoned main line track, furnish, install and remove temporary switch at west connection of relocated rail.

(c) Relocate poles and transfer their communication lines.

(d) Construct a 24'-wide planked crossing across the Astoria main track for a private road crossing.

(e) Remove approximately 771 lineal feet of timber trestle and the existing steel undercrossing, exclusive of piers.

(f) At the completion of construction or rerouting of trains over the new alignment, maintain the railroad line including railroad cut or fill slopes, railroad drainage, ballast, ties and track with its appurtenances and facilities on the revised location.

2. At State and Federal expense as permitted by PPM 30-3 with amendments and additions thereto, the railroad will provide:

(a) All inspection, watchman and flagman services as may be necessary to safeguard the railroad's operations during the construction of the project.

(b) All engineering inspection as necessary to insure that plans and specifications for those portions of the highway relocation, which occur on railroad property or may affect railroad property and the relocation of the railroad roadbed and drainage alterations are substantially followed.

The average daily traffic on the lower Columbia River Highway at this point is 6,600 with an anticipated increase to 12,600 vehicles per day in 20 years.

Train movements are approximately 6 per day.

RECEIVED
AUG 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

At the earliest possible time, will you please prepare an application for a PUC order on this project.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:mb
Att.

cc: Tom Edwards
T. W. Litchfield

RECEIVED
AUG 17 1967

To Files

FOR FILING

F-171(11)

1009

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1967

4 ℔

RAILROAD COMPANIES
FILE No. 600

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

SUBJECT: File Nos. 34754 & 31699 (RR 600)
Tri-party Supplemental Agreement
State of Oregon, SP&S Rwy. Co.
and Northern Pacific Rwy. Co.
Burlington-Portland Section
Lower Columbia River Highway
Multnomah County

Attached hereto please find a copy of the above-subject supplemental agreement. The fully executed duplicate original has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachment

cc: Ivan Merchant (1)
F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
A. E. Johnson (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1)
T. W. Litchfield (1)

Linda ✓

Noted
8-16-67

NOTED
FLOYD QUERY

RECEIVED
FORM E-30 80M 10-65
AUG 16 1967
FOR FILING

F-171(11)

7009

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1967

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: Pux 627 - Nehalem Boom Undercrossing
Spokane, Portland & Seattle Rwy. Co.
Multnomah County

Building

Herewith I hand you a copy of Order No. 43945, issued by the Public Utility Commissioner under date of August 9, 1967, relative to the above-titled matter.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachment

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
L. W. Rulien (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)
B. P. Huntley (1)
Permit Division (1)
Harold Reynoldson (1)

RECEIVED
AUG 1 1967
OFFICE OF
STATE PUBLIC UTILITIES COMMISSIONER

Order #43945

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 384

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to extend an existing Undercrossing of the Spokane-Portland & Seattle Railway Company, known as the NEHALEM BOOM UNDERCROSSING project near Burlington in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 29, and the Northwest Quarter of the Northwest Quarter (NW¼NW¼) of Section 28, Township 2 North, Range 1 West, W.M., Multnomah County, Oregon.	ORDER

The above-entitled matter was duly heard on March 22, 1967, at Salem, Oregon, before David E. Bourassa, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Jack L. Sollis, Assistant Attorney General of Counsel
Salem, Oregon
In behalf of Oregon State Highway Commission.

For Protestant:

Richard A. Franzke, Attorney
Portland, Oregon
In behalf of Spokane-Portland & Seattle Railway Company

For Commissioner:

Leon L. Hagen, Assistant Attorney General of Counsel
In behalf of the Public Utility Commissioner of Oregon.

On December 9, 1966, the State of Oregon, by and through its State Highway Commission, filed a petition with the Commissioner for authority to extend an existing undercrossing of the Spokane-Portland & Seattle Railway Company known as the Nehalem Boom Undercrossing project near Burlington in the Northeast Quarter of the Northeast Quarter of Section 29, and the Northwest Quarter of the Northwest Quarter of Section 28, Township 2 North, Range 1 West, Willamette Meridian, Multnomah County, Oregon.

On December 15, 1966, notice of the filing of such petition was served upon the Spokane-Portland & Seattle Railway Company and upon Multnomah County.

On January 20, 1967, the Spokane-Portland & Seattle Railway filed its answer with the Commissioner. Thereafter the matter was set down for hearing and notice thereof served upon all parties of record.

At the hearing the petitioner appeared and presented exhibits and testimony in support of its petition. The hearing was adjourned and the matter continued to a time and place to be set by the Commissioner. Continued hearing in the matter was set for August 3, 1967, and notice thereof served upon all parties. On July 27, 1967, and prior to the continued hearing, the petitioner withdrew its petition.

No reason exists for further consideration of this matter and the within proceeding should be dismissed. It is therefore

ORDERED that the proceeding in the above-entitled matter be and the same hereby is dismissed and closed upon the docket.

Made, entered and effective this 9th day of August, 1967.

Sam K. Hall
Public Utility Commissioner

(SEAL)

FORM E-122

RECEIVED
JUL 31 1967
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

E 171(1)

1117

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 27, 1967

Mr. Sam R. Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

SXF-384 PUX 627

Re: In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to extend an existing Undercrossing of the Spokane, Portland & Seattle Railway Co., known as the Nehalem Boom Undercrossing project near Burlington in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 29, and the Northwest Quarter of the Northwest Quarter (NW¼NW¼) of Section 28, Township 2 North, Range 1 West, Willamette Meridian, Multnomah County, Oregon.

Dear Sir:

This has been set for hearing on Thursday, August 3, 1967, and the State Highway Commission wishes to withdraw its application as it has decided to construct an overcrossing over the railroad tracks in a different location, and we will shortly be submitting a new application at the new location.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: Mr. R. L. Porter
Mr. Tom Edwards
Mr. Ivan Merchant
Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. L. W. Rulien
Mr. T. M. Pitchfield
Mr. D. J. Herbee
Mr. H. E. Hoy (SP&S Rwy. Co.)
Mr. R. A. Franzke (Attorney for RR.)

RECEIVED
JUL 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible] REV. 7-66

RECEIVED
JUL 24 1967

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 20, 1967

Spokane, Portland & Seattle Railway Company
1101 NW Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Nehalem Boom Track Revision
Burlington-Portland Section
Columbia River Highway
Multnomah County
Project N. F-171 (11)

Gentlemen:

Herewith you will find a revised preliminary estimate of cost of the relocation of your Nehalem Boom Tracks which you have requested and we have discussed in recent meetings.

This revised estimate is dated July 19, 1967, and indicates that the amount the Railroad is expected to bear to effect this proposed plan will be $64,519.85. For your information you will also find attached an estimate dated July 6, 1967, and revised on July 18, 1967.

This is for your information and use in your discussions with your principals and we will appreciate an early acceptance of this plan so we may proceed with the construction work. Neither estimate is final and the agreement will have to be drawn up based on actual contractor negotiated prices and final quantities.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
TOM EDWARDS

TWL:ss

cc: F. B. Klaboe
Tom Edwards
I. D. Merchant
L. H. Young
L. W. Rulien

encl.

7-19-67

Burlington – Portland Sec.

Item	Items Eliminated	Items Added
Total of Contract Items	- 300,990.05	
Total of Revised Summary Items		+ 318,138.65
R.R. Underxing & Shoofly	- 400,000 ºº	
Remove Old Piers		+ 6,000 ºº
Gen. Exc. R.R.		+ 87,613.65
R.R. Over-xing Str.		+ 291,954.60
Allowance (20%) Engr & Contingencies	- 140,198.01	
" " "		+ 140,741.38
Relay R.R. Tracks and Related Items		+ 68,895.00
Additional R/W		+ 3500.00
Engr. Design (Contract Plan)	- 20,135.37	
" (Re-alignment)		+ 9000.00
	- 861,323.43	+ 925,843.28

Difference – + $ 64,519.85

7-6-67
Rev. 7-18-67

Burlington - Portland Section
Columbia River Highway
Multnomah County

Item	Items Eliminated	Items Added
Conc Retaining Walls and related items	$ 23,059	
Bin Wall		+ 42305
Surfacing and Type "C" Curb	- 18,170	
Guard Rail		+ 1,900
Gen. Exc.	- 29 631	
Gen. Exc. for RR (Solid Rock)		+ 172,200
Rd App. (Temp Location)		+ 2,750
(Final Location)		+ 4,870
Drainage		+ 2,500
Surfacing (Stage Const)		+ 17,400
R.R. Undercrossing Str. & Shoofly	-400,000	
Remove Old Piers		+ 4000
R.R. Overcrossing Str.		+ ~~104,900~~ 235.900
Allowance for Engr. & Contng. (20%) plus items		+ ~~21,745~~
" " " " "	- 94,172	
Relay R.R. Tracks and related items		+ 65,895
Additional R/W		+ 3,500
Engr. Design (Contract plan)		
Bridge	- 16,311.15	
Road	- 3 824.22	
Engr. Design (Re-alignment proposal)		
Bridge		+ 6500 ~~00~~
Road		+ 2500 ~~00~~
	# 585,167.37	$ ~~60,065.00~~ 658, 985.10

Difference $ ~~23 897.63~~ 73 817 63

7-19-67

RECEIVED
JUL 21 1967
FOR FILING

NOTED
F.B. KLABOE

	Items Eliminated	Items Added
[illegible]		
[illegible] Items	- 300,990.05	
[illegible] Removal Summary [illegible]		+ 318,138.65
[illegible] Grading [illegible] Surfacing	- 400,000 ^00	
[illegible] Structures		+ 6,000 ^00
[illegible] Sec. R.R.		+ 87,613.65
[illegible] Crossing Str.		+ 291,954.60
Allowance (20%) Engr & Contingencies	- 140,198.01	
" " "		+ 140,741.38
Adj R.R. Tracks and Related Items		+ 68,895.00
Additional R/W		+ 3500.00
Engr Design (Contract Plan)	- 20,135.37	
" (Re-alignment)		+ 9000.00
	- 861,323.43	+ 925,843.28

Difference — + $ 64,519.85

delivered to Troy by Telefax
7/20/67

RECEIVED
JUL 3 - 1967

FOR FILING

F-171 (11)

7009

July 3, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Burlington-Portland Urban Limits
Section, Columbia River Highway
Multnomah County

In order to keep you abreast of the situation on this contract in regard to the possible revision in plans for separation with the S. P. & S. Railroad, this is to advise that our Design Section is currently checking plans submitted by the Railroad and investigating alternate grade lines.

Preliminary studies indicated that this revision could be made at a saving and would eliminate the railroad structure over the highway with its attendant hazards. Estimates are being made and as soon as these are complete, a meeting will be held with Railroad officials to determine whether this should be pursued further or build the plan indicated in the contract.

The contractor was alerted to the possibility of such a change at the preconstruction conference but was in no way restricted from pursuing his contract in this area. Indications were that he would do no work in this area other than clearing and grubbing, which will be needed in either event, and would pursue his contract in other areas as long as feasible.

A portion of the title sheet for the project is included on which we have indicated the suggested revision from the existing pattern (with the structure over the highway) to the suggested pattern of the highway going over the relocated railroad.

Further information will be provided when available.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter (Enc.)
F. D. Morgan (Enc.)
L. H. Young
L. W. Rulien (Enc.)
T. W. Litchfield (Enc.)

Enc.

BEGINNING OF CON...
Sta. 277+50

BEGINNING OF PROJECT F-171(...)
Sta. 282+50

SAUVIE ISLAND

Multnomah Channel

McCarty Cr.

Burlington

Possible Alternate R.R. Location

STRUCTURE UN. SEPERATE CO

T.2N.
T.1N.

City

18
19
20
21
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29
33

FORM NO. 1
RECEIVED
JUN 26 1967
COMMISSIONERS
FOR FILING
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
F-171 (11)
1067

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 23, 1967

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

SXF-384 PUX 627

Re: In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to extend an existing Undercrossing of the Spokane, Portland & Seattle Railway Co., known as the Nehalem Boom Undercrossing project near Burlington in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 29, and the Northwest Quarter of the Northwest Quarter (NW¼NW¼) of Section 28, Township 2 North, Range 1 West, Willamette Meridian, Multnomah County, Oregon.

Dear Sir:

Some new developments have arisen regarding the revision of this Undercrossing and the Railroad has asked that we request the hearing which is set for July 5, 1967, to be postponed until the first week in August.

The Highway Department concurs in this request for postponement and hereby requests that you please postpone the hearing until the first week in August to allow both parties time to work out the problems involved.

Very truly yours,

G. E. ROHDE
Chief Counsel

NOTED
TOM EDWARDS

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: Mr. Tom Edwards
Mr. Ivan Merchant
Mr. T. W. Litchfield
Mr. D. J. Barbee
Mr. H. E. Moy (SP&S Rwy. Co.)
Mr. R. A. Franzke (Attorney for RR)

RECEIVED
JUN 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 22 1967
FOR FILING

COLLECT TELEGRAM TO W.U.T.C
June 19, 1967

F-171(11)
7009

Western Union Telegraph Co.
125 - 12th Street
Oakland, California

ATTENTION: W. R. Lee

You are hereby authorized to proceed with the ordering of materials for the proposed relocation of your poles opposite our Stations 553 + 80, 355 + 20, 356 + 50, 358 + 00, 417 + 55 and 419 + 05 on the Burlington-Portland City Limits Section of the Columbia River Highway.

Reimbursement for the materials and cost of relocation and authorization to proceed with the work is held pending our approval of your estimate and sketch in the usual manner.

T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Department

JMC:ss

cc: F. B. Klaboe
L. H. Young
C. H. Maison
L. W. Rulien
R. W. Pyle
E. E. Johnston
Jack Hesla

RECEIVED
JUN 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

C.

RECEIVED
AUG 3 1967
FOR FILING

E-171(11)

1617

MISC. CONTRACTS and
AGREEMENTS No. 33666

Agenda
4 n

June 13, 1967

Board of County Commissioners
Multnomah County Court
Portland, Oregon 97204

Gentlemen:

Enclosed for your files is a fully executed copy of a throughway agreement covering the Burlington-Portland City Limits Section of the Columbia River Highway in Multnomah County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
Fred W. Hillo Member
Helix
FOR FILE

F-171 (11)

May 9, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the June 8 Commission meeting will be a throughway agreement with the Multnomah County Board of Commissioners pertaining to the Burlington-Portland City Limits Section of the Columbia River Highway (US30) in Multnomah County.

This agreement provides for construction of the throughway and its intersections, reconstruction of portions of various roads or streets, road and streets closures, parking restrictions, utility relocation, and other pertinent problems relating to the construction of the facility.

Upon the completion of the project, the County will assume maintenance, jurisdiction, and control of the various frontage roads and street connections that will be reconstructed as part of the project.

The initial project is estimated to cost approximately $2,304,600 and, if satisfactory bids are received at the May 11 bid letting, the contract is clear for award. Another project on this section is tentatively scheduled for July 27 bid letting regarding a railroad separation structure and is estimated to cost $500,000.

We recommend approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. W. Rulien
F. D. Morgan
L. H. Young
C. H. Maison

DNH:nr jw

RECEIVED
JUN 12 1967
F 171 (11)
7007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1967

To: Mr. F. D. Morgan
Construction Engineer

BUILDING

Att.: Mr. Jay Barbee

SUBJECT: Spokane, Portland & Seattle Railway Line Change at Nehalem Boom

Attached hereto, please find a copy of a letter dated June 5th from the SP&S Railroad regarding the possible realignment of their tracks near Burlington, a preliminary plan of the proposed relocation and sections covering the length of line involved.

Would you please have this line investigated to see if it is practical from our standpoint and still be able to give the railroad what they desire. I have retained prints of the plan and sections. We will study the proposed structure and get some drill holes in the field to determine rock line.

In speaking to Mr. Moy on the phone just a short time ago, he indicated to me that they would require a minimum of 23' vertical clearance above the top of rail in the structure rather than 25' as mentioned in the second sheet of his letter.

The estimate attached to the letter should be checked and the Bridge Division will estimate the structure including excavation so that we may have a total package.

At such time as we are able to put our figures all together, a meeting with representatives of the SP&S would be in order to determine the procedure from there and the conditions for a Railroad-Highway agreement.

Ivan D. Merchant
Bridge Engineer

IDM:mb
Att.
cc: Tom Edwards
T. W. Litchfield

JUN 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 - 1967
FOR FILING

F-171(11)

1169

June 5, 1967

Mr. H. F. Moy, Secretary
Spokane, Portland and Seattle Railway Company
1101 N.W. Hoyt Street
Portland, Oregon 97207

Dear Mr. Moy:

Since receiving your latest letter concerning the construction of the Lower Columbia River Highway between Burlington and Portland, Assistant State Highway Engineer F. B. Klaboe has met with you and discussed the various matters brought forth in your letter.

As you know, we have awarded a contract to the Slate-Hall Construction Company for the work involved in the construction of this highway. The contract with Slate-Hall does not include the necessary railroad facility for the separation of the railroad and the state highway.

I am informed that subsequent to your letter, you have instituted an investigation of an alternate crossing whereby the railroad would be located underneath the highway. We will give any such proposal by your organization the maximum consideration that we are able to. We only hope that you can provide us with the required information as early as possible.

We have also signed and delivered to Mr. H. E. Hudson of your organization the Railroad agreement covering the portions of the project under contract to Slate and Hall. I am informed that this document has been forwarded to the Northern Pacific Railway and that it will be executed in a short time.

We have always received excellent cooperation from your organization even though at times the problems are difficult and trying. We will do everything possible to see that this continues and assure you that should conflicts or differences occur, we will exert every effort to try to find mutually acceptable solutions.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
T. W. Litchfield
L. W. Rulien

FBK:srb jw

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY.
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

April 21, 1967

Personal

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

It has come to my attention that the Oregon State Highway Commission has invited bids on the construction of some 4.17 miles of highway on the Lower Columbia River Highway between Burlington and Portland. Several years ago the S.P.& S. Railway as well as the Northern Pacific Railway entered into a construction agreement with the Highway Commission for the reconstruction of the Lower Columbia River Highway from Linnton to the Sauvies Island bridge approach. In that construction agreement the Northern Pacific Railway gave the Highway Commission certain easements to cover highway encroachments on the Northern Pacific right of way.

Under your present plans the construction work will continue from the West City Limits to Burlington. We have been in touch with your Mr. Litchfield for the past several years on this project and have repeatedly told him that it would be necessary to supplement the present tri-party agreement to take care of additional easements from the Sauvies Island bridge through to Burlington. As of this date no supplemental agreement has been executed by the Northern Pacific Railway, S.P.& S. Railway and the Oregon State Highway Commission, nor has the S.P.& S. Railway approved the plans and specifications for this work that is now being advertized for bids.

I would appreciate being advised as to the Oregon State Highway Commission's plans for this project, particularly

as to when they propose to let the successful bidder commence work as right of way matters must be settled with the Northern Pacific Railway prior to the time your contractor enters on any of our properties.

Very truly yours

H F McCoy

Chief Engineer

HFM-o

RECEIVED
JUN 1 - 1967
FOR FILING
F-171 (11)
71 C 7

June 1, 1967

Burlington Water District
Route 1, Box 180
Portland, Oregon 97229

Attention Mrs. Thomas B. Wright
Secretary

Gentlemen:

Re: Burlington Water District Pipe Relocation, Burlington-Portland Section, Columbia River Highway

With reference to my previous letter of May 8 concerning the relocation of your facilities on the above section of highway, please be advised that the Highway Department cannot pay any expenses for an inspector to inspect the relocation of your facilities on your behalf.

If you desire to have the relocation work inspected during the time it is being relocated by our contractor, it will be necessary for you to furnish and pay your own inspector.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. George E. Birnie, Attorney at Law
Yeon Building, Portland, Oregon 97204

bc: Forrest Cooper
R. L. Porter
G. E. Rohde
Frank McKinney
Jack L. Sollis
T. W. Litchfield
Jack Hesla

JLS:ja srb

RECEIVED
JUN 1 - 1967
COMMISSIONER

GLENN L. JACKSON, CHAIRMAN
FOR FILING
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F-171 (11)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

June 1, 1967

Slate-Hall
11655 SW Barbur Blvd.
Portland, Oregon 97223

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7009 for grading, paving, structure, and signing on the Burlington-Portland Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

Encl.

cc Wells-Reed-Wood-West Co.

Seaboard Surety Company

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Wn. 98121

Seaboard Surety Company
100 William Street
New York 38, New York

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUN 1 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

F-171(11)

7009

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 31, 1967

Burlington Water District
Route 1, Box 180
Portland, Oregon 97229

Attention: Mrs. Thomas B. Wright
Secretary

Re: Burlington Water District
Pipe Relocation
Burlington-Portland Section
Columbia River Highway

Gentlemen:

With reference to Mr. Birnie's letter of May 8, 1967, please be advised that pursuant to ORS 374.320, the State Highway Department will relocate the District's facilities located on State Highway right of way under permit and will bill the District for the cost of such relocation after it has been accomplished.

Any further communications regarding this matter should be with Mr. T. W. Litchfield, Utilities Liaison Engineer, Room 215 State Highway Building, Salem, Oregon 97303.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Staff Attorney

JLS:ja

cc: F. B. Klaboe
T. W. Litchfield
Mr. George E. Birnie
Attorney at Law
Yeon Building
Portland, Oregon 97204

NOTED
F. B. KLABOE

RECEIVED
JUN 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 26 1967
FOR FILING

Form CD-121 (11-03) (Proc. by A.O. 300-10)

UNITED STATES GOVERNMENT

Memorandum

F-171 (11)

U.S. DEPARTMENT OF TRANSPORTATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97303

TO : Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: May 23, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-171(11)
Burlington - Portland Section
Grading, Paving, Structures and Signing

As requested in Mr. Young's letter of May 22, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of May 22, 1967 in the award of Contract No. 7009 to Slate-Hall of Portland, Oregon, low bidder in the amount of $2,064,114.05 at the May 11, 1967 bid opening.

REFERRED TO
Young
ASST. STATE HWY. ENGR.

RECEIVED
MAY 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 27 1967
FOR FILING
F 17111
7009

Bid files 11

May 22, 1967

Slate-Hall
11665 SW Barbur Blvd.
Portland, Oregon 97223

Gentlemen:

The State Highway Commission on May 17, 1967, accepted your proposal for grading, paving, structure and signing on the Burlington-Portland section of the Columbia River Highway in Multnomah County for the sum of $2,064,114.05 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7009. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 3, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. W. Rullen
Roy Pyle
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
MAY 22 1967
FOR FILING

~~Fred W. Hill, Member~~
Helix

May 22, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Concurrence as of May 22, 1967, is requested in the award of contract for the Burlington-Portland Section, Project No. F-171(11).

The contractor receiving the award is Slate-Hall of Portland, in the amount of $2,064,114.05, with the Contract No. 7009 assigned. This bid was received on May 11, 1967, and will be awarded May 22, 1967, after you have signed the yellow authorization sheet.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations. Also, all necessary crossing permits have been issued for this project.

Attached is one copy of a tabulation of permit numbers and a copy of the supplemental RR agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ja

Enclosures

RECEIVED
MAY 24 1967
FOR FILING

F-171 (11)

RR-600

Fred W. Hill, Member Helix
7009

May 22, 1967

Oregon State Highway Commission

Gentlemen:

On May 18, Chairman Jackson verbally approved a supplemental agreement between the State, the Spokane, Portland & Seattle Railway Company, and the Great Northern Railway Company, which provided for the extension of an existing agreement dated November 1, 1962, allowing the State to enter on Railroad property to construct the Burlington-Portland section of the Columbia River Highway in Multnomah County.

This agreement extends the easement granted in the November 1, 1962 agreement to include an area sufficient to accommodate all of the State's construction between Burlington and the St. Johns Bridge. This will include the Burlington-Portland and the West City Limits-St. Johns Bridge Sections.

This matter will be on the agenda for the June 8 meeting for your formal acceptance.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Avery
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn. T. W. Litchfield)
L. H. Young
L. W. Rulien

TWL:sg fn
(Agreements returned to SP&S. Litchfield has a copy)

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

NOTED
JACK L. SOLLIS

Routing
Morgan
Pease
Sond
Morelock
Barbee
Trout
Walker
Scott
Glenn
Wills
Litchfield
Olson

April 24, 1967

RECEIVED
APR 25 1967
CONSTRUCTION
DIVISION

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

Herewith in triplicate proposed form of agreement between the State of Oregon, Spokane, Portland and Seattle Railway Company and the Northern Pacific Railway Company covering construction of the Burlington-Portland Section of the Lower Columbia River Highway in Multnomah County. This document is a supplemental to agreement between the same parties dated November 1, 1962, and, with the exception of the Nehalem Boom undercrossing, will provide for all work on the State's current project. I would direct your attention to a change in the pay scale of our flagging personnel since the 1962 agreement. Our section foreman's rate is now $509.79 per month and $2.66 per hour for section laborers. If this document meets with your approval all three copies should be executed by the State and returned to me for further handling with my principals and the Northern Pacific Railway, after which one fully executed copy will be returned for your records. An interim copy is enclosed for your file.

This matter is the subject of your letter of March 6, 1967.

Very truly yours,

H. F. Moy

Chief Engineer

WVC
Enc.s

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1967

SUBJECT: Railroad Agreement
Burlington-Portland Section
Columbia River Highway
Multnomah County

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached you will find triplicate counterparts of the proposed agreement with and SP & S and N.P. Railway Companies covering the construction of the above-captioned project. The agreement as written is a supplement to the existing agreement dated November 1, 1962 between the State and the two railroads which provided for the construction of the Lower Columbia River Highway between the Sauvies Island Bridge and the St. Johns Bridge. This supplement extends that original agreement to include all portions of railroad-owned property which are required for the construction of the above-captioned section.

While this supplemental agreement allows the State to occupy railroad property to build the highway facilities, it does not provide for the adjustment of signal and communication lines, or the erection of flashing light signals and other work required by the construction of the grade crossing on the "SR" Line near the south end of the project. This matter will be covered by an exchange of letters between the SP & S and the State. Funds for this have been set up in the project authorization to cover this cost. Any additional consideration for the easement will be negotiated separately with the NP.

This agreement has been reviewed and approved by our Legal and Construction Divisions and we now submit it to you for your approval. We recommend that you obtain telephonic approval from the State Highway Commission and these documents be returned to the SP & S so that we may proceed with the award of this contract.

F.D. Morgan
Construction Engineer

By

T.W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAY 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:sg
Enc.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MILTON
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAY 19 1967

FOR FILING

171 (11)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 17, 1967

Spokane, Portland & Seattle Railway Co.
1101 NW Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H.F. Moy

Re: Adjustment of Railroad Facilities
Burlington-Portland Section
Columbia River Highway
Multnomah County
Project No. F-171(11)

Gentlemen:

With your letter of April 24, 1967 you submitted to us a proposed supplemental agreement to the existing agreement dated November 1, 1962 among the State, the SP & S Railway Company and Northern Pacific Railway Company. This supplemental agreement has been reviewed and approved by the State and will receive approval of the Highway Commission within the next few days.

Not included in this agreement was the estimate for the adjustment of certain railroad facilities which are in conflict with the project. There are signal poles located opposite Highway Stations 353+80, 355+20, 356+50, 358+00, 417+55, and 419+05 which require adjustment. There is also a new grade crossing to be constructed on the "SR" Line as shown on Sheet 17 of the construction plans. This will require the renewal of ballast, ties and rail, and the installation of the steel guard rail throughout the area of the crossing, the adjustment to signal lines and the installation of flashing light signals.

The installation of signals at this grade crossing has not been a subject of any discussion between the railroad and the Highway Department since it was mentioned in Mr. Paxson's letter to Mr. Moy dated February 7, 1961. We propose that PUC Standard No. 2 signals be installed with the State bearing the cost of installation and the railroad bearing the cost of maintenance. The State will reimburse the railroad for all other expense connected with the project in accordance with FPM 30-3 and all supplements thereto. Please prepare and submit to us an estimate of cost for this work along with a sketch showing the adjustments to be made.

Bids were opened for this project on May 11, 1967, and low bidder was Slate-Hall, 11655 SW Barbur Boulevard, Portland, Oregon 97223. It is anticipated that award of this contract will be made in the very near future.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: F.B. Klaboe
L.H. Young
C.H. Maison
L.W. Rulien
Jack Hesla

NOTED
F. B. KLABOE

RECEIVED
MAY 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 19 1967
FOR FILING

F-171(11)

May 16, 1967

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

SXF-384 PUX 627

Re: In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to extend an existing Undercrossing of the Spokane, Portland & Seattle Railway Co., known as the Nehalem Boom Undercrossing project near Burlington in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 29, and the Northwest Quarter of the Northwest Quarter (NW¼NW¼) of Section 28, Township 2 North, Range 1 West, Willamette Meridian, Multnomah County, Oregon.

Dear Sir:

Some new developments have arisen regarding the revision of this Undercrossing and the Railroad has asked that we request the hearing which is set for May 24, 1967, to be postponed until the first week in July.

The Highway Department concurs in this request for postponement and hereby requests that you please postpone the hearing until the first week in July to allow both parties time to work out the problems involved.

Very truly yours,

G. E. ROHDE
Chief Counsel

NOTED
TOM EDWARDS

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: Mr. Tom Edwards
Mr. T. W. Litchfield
Mr. D. J. Barbee
Mr. H. E. Noy (SP&S Rwy. Co.)
Mr. R. A. Franzke (Attorney for RR)
Mr. Ivan Merchant

RECEIVED
MAY 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 1810

RECEIVED
PORTLAND
MAY 16
FOR FILES

H. F. MOY,
SECRETARY
CHIEF ENGINEER

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

May 15, 1967

Mr. Ivan Merchant
Bridge Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Merchant:

Reference is made to your last letter of May 9th relative to the Nehalem Boom Railroad Overcrossing of the Lower Columbia River Highway and to a meeting held in my office on Friday morning, May 12th, with Mr. LaSalle and myself to discuss further this entire project.

You indicated that the Highway Department would consider as an alternative to your original proposal a relocation of the railroad which would eliminate entirely the present wooden trestle we are operating on as well as the steel bridge over the Lower Columbia River Highway. You presented a revised estimate of some $477,836 for the construction of the steel span by making use of a shoofly trestle in lieu of use of falsework on our present trestle and fabrication of the steel span adjacent to the trestle.

Your shotgun estimate for the relocation of the railroad was in the amount $650,000; it is understood that this estimate was arrived at without making an accurate field survey. You then indicated that the Oregon State Highway Department would consider relocating the railroad if the Railway Company was willing to make up the difference

ED
EDWARDS

in costs as indicated above; the difference, however to be based on the final estimate after accurate field surveys had been completed.

This is to advise you that the S.P.& S. Railway is interested in negotiating with the Oregon State Highway Department on the relocation of the railroad as discussed, and would assume certain costs over and above your costs for the construction of a steel span. The Railway will immediately progress a field survey so that an accurate estimate can be made for this project. As soon as a survey has been completed we will furnish field notes to your office so that you may progress an estimate as far as the Highway Department is concerned for an overpass over the relocated track.

When this complete estimate is assembled, and we know exactly what we are faced with in the future as far as maintenance costs are concerned on the present trestle and steel span, we will then be in a position to complete negotiations with you on this proposed relocation. In the meantime I believe it would be well if the Oregon State Highway Department made an effort to contact the PUC so that the May 24th hearing could be cancelled.

Very truly yours

(Signed) H. E. Hoy

Chief Engineer

HEH-c
cc-Mr. Tom Edwards
Mr. T. W. Litchfield
Mr. Jack Sollis
Mr. R. A. Franske

RECEIVED
MAY 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
ROSEBURG
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Filed
7009

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 12, 1967

NOTED
R. L. PORTER

Mr. George R. Waldum
Attorney at Law
712 Aus Building
510 S. W. 5th Avenue
Portland, Oregon 97204

Re: State of Oregon v.
Arnold Schallberger, et ux.
Case No. 316-438
Our file L-4975 R-37518
Burlington-Sauvie Island Bridge
Section
Columbia River Highway

Dear George:

Your letter of May 3, 1967, addressed to the Highway Commission has been referred to me for reply.

This morning I conferred with Assistant Highway Engineer Fred Klaboe, who is in charge of highway construction. He confirmed the fact that the Highway Department has no excess material in connection with this project because any excess material (and I am informed that there is none) becomes the property of the contractor and is disposed of by the contractor. In this particular area it is my understanding that there is a continuing demand for fill material from commercial properties lying below the highway and also northerly of the railroad tracks. Your client would be bidding against these people in buying fill material from a contractor.

So far as egress and ingress from the Schallberger property is concerned, I am certain that you are aware that part of the State's acquisition in the condemnation case (No. 316-438, Multnomah County) was all right of access to the widened and relocated highway from the remaining property except at the three points of access which were reserved to the property. Sixth Street would remain a possible entry to and from the highway. Said street offers several problems in development. The county sanitation requirements would, I believe, preclude any further housing development on the Schallberger property. The entire property contains 1.75 acres and presently has four houses on it, and the present county area requirement is two acres for <u>one</u> residence. Even if this were cut in half, it does not appear that more housing would be permitted until a trunk sewer system is installed.

It is my understanding that curb returns will be installed at the Sixth Street location. Bids were to be received on this job yesterday, I am informed.

I trust that the foregoing answers your client's questions concerning access and fill material at his property.

Very truly yours,

G. E. ROHDE
Chief Counsel

By (ab)
J. N. HERSHBERGER
Staff Attorney

JNH:ab

cc: Mr. R. L. Porter
Mr. F. C. McKinney
Mr. D. H. Moehring

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

GEORGE R. WALDUM

THOMAS O. KARTER

GEORGE R. WALDUM
ATTORNEY AT LAW
712 AUS BUILDING
510 S. W. 5TH AVENUE
PORTLAND, OREGON 97204

TELEPHONE
228-7388

REFERRED TO
Admin
BY SECRETARY

May 3, 1967

REFERRED TO
McKinney
BY DEPUTY STATE HIGHWAY ENGINEER
Talk to Klabo on this. Please answer.

State Highway Commission
Salem, Oregon 97310

Attention: Engineering Department

Re: Arnold Schallberger, Highway 30, also known as Columbia River Highway; your file L-4975, R-37518; your case 316438

Gentlemen:

Porter

My client, Arnold Schallberger, has asked me to write with respect to the unimproved southerly portion of his property.

We understand that construction will start shortly and we would like very much to know if there is any possibility of getting any fill in the road portion between the highway and the railroad tracks. Of course, you understand that if we do get the fill we will probably have to ask you for reasonable ingress and egress, but that will come in the future. It would be helpful, though, if you could outline what we do have to do to achieve ingress and egress, as my client is getting up in years and does desire to sell some of his property.

As long as we are talking the matter of ingress and egress, there is a designated public road at the southerly end of the property. This road has never been built. I do not know whether it's dedicated or what provisions exist for it. Do you plan on putting curb breaks at this particular road or has the road been vacated? What is the situation?

Again back to the ingress and egress, if it were possible to obtain ingress and egress at this point, could the curb breaks be provided for in your construction plans?

Ding to
Mc Kinney
5-5-67

Yours very truly,

GEORGE R. WALDUM

grw/mm

RECEIVED
MAY 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1967
OREGON
STATE HIGHWAY COMMISSION

FORM E-128X 50M 4-62

RECEIVED
MAY 10 1967
EDWARDS

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F 1711 (11)

7001

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 9, 1967

Spokane, Portland & Seattle Railway Co.
1101 N.W. Hoyt Street
Portland, Oregon

Attention: Mr. H. F. Moy
Chief Engineer

Subject: Nehalem Boom Railroad O'xing
Burlington-Portland Urban
City Limits Section
Lower Columbia River Highway
Multnomah County
Br. No. 2011A

Gentlemen:

This is to confirm some of the items discussed at our meeting in your office yesterday with Mr. La Salle of your organization and Mr. Leonard Wallace of the Highway Department.

Your letter of April 26th requested the Highway Department to investigate the possibility of a line change southwesterly along the highway to an undercrossing of the highway at about Hwy. Sta. 394 and with the end of the line change on the railroad opposite Hwy. Sta. 402+. The beginning of the railroad line change would be opposite Hwy. Sta. 374+50± and would have a total length of about 2750'. This proposed line change has been investigated and a reconnaissance-type estimate prepared. Our estimate for the proposed line change is $656,000, which figure does not include any costs for additional right of way. This cost is based on a 30' bottom width with 1/2:1 side slopes. Inasmuch as our estimate for the structure is $530,000 on a comparable basis to the above estimate, we do not believe that the line change can be considered further.

Your letter of April 26th makes the definite statement that you propose to upgrade all structures to an E-72 loading. The State will accept this statement and redesign the structure for an E-72 loading. Revised plans covering this will be sent you at the earliest possible time. This plan change should have no effect on the PUC hearing as it will be a change in details with the overall finished product remaining the same as before.

The State still cannot agree to accept the maintenance of the revised structure.

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EDWARDS

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EDWARDS

In view of our discussion at the meeting yesterday regarding the possibility that the Railroad Brotherhood would force a portion of the reconstruction to be done by railroad forces, we are now investigating the possibility of a shoofly to the north and east of the present structure. I would like to meet with you a few minutes on Friday morning, May 12th, to go over the shoofly alignment and the details of the shoofly so that we may proceed with our design work. By construction of a shoofly, many things in this job would be simplified and there would be no necessity of rerouting your trains over the Southern Pacific system. I will contact you by phone early Friday morning to make sure that either yourself or Mr. La Salle will be available for a few minutes.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: Tom Edwards
T. W. Litchfield
G. E. Rohde, Att.: Jack Sollis

RECEIVED
MAY 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 - 1967
FOR FILING
F-171(11)

May 8, 1967

Burlington Water District
Route 1, Box 180
Portland, Oregon 97229

Attention Mrs. Thomas B. Wright
Secretary

Re: Adjustments of Facilities of District in Conflict with Proposed Construction Burlington-Portland City Limits, Columbia River Highway, Multnomah County

Gentlemen:

Reference is made to a letter to you from Mr. Jack L. Sollis of March 23 which contained a list of conflicts between certain facilities of the District and the proposed construction of this project.

Meetings have been held with the Board and the obligations of the District explained under existing state law in regard to the adjustment of these conflicts. In a telephone conversation on April 17, Mrs. Wright informed Mr. Jack Hosla, Field Utilities Liaison Engineer, that upon instruction from Mr. George Birnie, Legal Advisor to the Board, and because of the financial condition of the District, you would be unable to accomplish the necessary adjustments to your facilities.

The Oregon State Highway Department now plans to include all necessary adjustments of District facilities as a part of the contract on this project. This work will be done as extra work on an actual cost basis and in the most economical manner possible. Upon completion of the adjustments, the Highway Department will seek to arrange a satisfactory agreement with the District for repayment of the costs accrued.

We request the District to authorize Mr. Elden Carter, or some other consulting engineer, to prepare plans, accomplish the necessary inspection and accept the completed work for the District.

A letter was requested by Mr. Heale, in the telephone conversation with Mrs. Wright, noting the decision of the District on this matter. We wish to reaffirm this request so our files will be complete on this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Jack Sollis
T. W. Litchfield
Jack Heale

JH:dm srb

LAW OFFICE
GEORGE E. BIRNIE
YEON BUILDING
PORTLAND, OREGON 97204

May 8, 1967

State Highway Commission
5821 N.E. Glisan Street
Portland, Oregon

Attention: Mr. Jack Hesla
Field Utilities Liason Engineer

Re: Burlington Water District

Gentlemen:

This will serve to confirm the advice previously given to you by Burlington Water District that it is unable to pay the cost of relocating its facilities along the St. Helens Highway, and that if relocation is made necessary because of your work in improving this highway, you must pay the cost.

Very truly yours,

George E. Birnie

GEB:gs

RECEIVED
MAY 3 - 1967

FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 3067-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street NE.
Salem, Oregon 97301

F-171(11)
7009

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 27, 1967

In reply refer to: 08-35-EC/423.31

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-171(11)
Burlington - Portland City Limits
Railroad Adjustment Time Extension

Mr. Klaboe's April 21, 1967 letter vigorously protested the understanding in our April 12, 1967 memorandum regarding nonparticipation in time extensions, if any, which may occur due to delays in accomplishing S.P.& S. railroad adjustments.

Comparable situations had been handled in a similar manner previously after considerable discussion with your representatives. We had assumed that there would be no misunderstanding regarding such a condition waiving requirements of Public Road's policy. A compromise was reached which was believed to be maximum utilization of Federal-State partnership in construction. It is unfortunate that it now develops that the cooperative effort here was not an amicable settlement.

During the past 18 months, we have obtained the concurrence of our Regional office for eleven rare waivers in Public Road's requirements regarding the availability of right of way and construction coordination. These rare actions have become embarrassingly routine and your personnel are adequately aware of procedures to follow in such instances. However, you did not request another exception on this project restricting the contractor's operations in the area involved with the railroad crossing on which even a proposed draft of an agreement was not available. Consequently, this problem was discussed with your personnel after hastily reviewing your "last minute" submission of the P.S. & E. assembly and our agreement was documented in our authorization memorandum.

The penultimate paragraph of Mr. Klaboe's letter indicates you may be put in a position of being required to grant a substantial nonparticipating time extension. Based on our review, it did not--and still does not--appear that any amount substantially greater than nonparticipating costs you normally absorb would be involved. If we did make such a grievous error in this instance, which certainly was not intentional, consideration should be given to withdrawing the project from the bid opening. We will be more cautious in our authorizations in the future.

5-3-67
REFERRED TO
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 1810

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

April 26, 1967

H. F. MOY,
SECRETARY
CHIEF ENGINEER

Mr. Ivan D. Merchant
Bridge Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Merchant:

This has reference to Mahalem Boom R.R. U'xing, Burlington-Portland Urban City Limits Section, Lower Columbia River Highway, Multnomah County, Br. No. 2014A, and more particularly to your letter of April 20, 1967, in regard to this matter.

As you can appreciate, having received your revised plans on April 21, 1967, we have not yet had an opportunity to complete our review of them. Nevertheless, there were several things mentioned in your letter that I wanted to comment on.

With regard to the question of whether our forces or your contractor will perform portions of the work in connection with this project I have requested our personnel department to take this up with the Brotherhood. If the Brotherhood has no objection, our preference would be to have the work performed by your contractor as indicated in your letter. As soon as we obtain a response from the Brotherhood, I will advise you of their decision.

You refer to my letter of November 15th to Mr. T. W. Litchfield concerning the scheduling of trains

during the construction period. In order that there may be no misunderstanding I want to reiterate what I thought was made plain by my previous letter and that is that we cannot assure you that the scheduling outline in my letter can be accomplished when the time arrives nor can we guarantee the costs mentioned in my letter. As you know, the rerouting of our trains is dependent upon the assistance of the Southern Pacific Company and we have no commitment from them at this time. My letter was intended to indicate what problems were involved and to give some general idea of the costs that would be incurred based upon the facts which I described. Again, I must say that we cannot assure you now that we will be able to make arrangements for such rescheduling but I assure you we will cooperate in this regard to the fullest extent.

You request a statement that the railroad has definite plans to upgrade the existing structure to Cooper's E72 load. The existing trestle will accommodate E72 loads and, therefore, we did not want the replacement structure designed for any lower load. The existing girder span is E55 and it is our intention to upgrade that span to E72. There are in excess of 100 bridges on the Oregon Electric Railway between Portland and Eugene. For several years the railroad has pursued a program of upgrading these structures to a minimum of E72. At this time approximately 70% of these structures have been upgraded to a minimum of E72. We will continue this program and in time all of the structures on the Oregon Electric Railway will be upgraded. It is impossible, of course, to say exactly when the existing Mehalem Boom girder span will be rebuilt but we do have definite plans to upgrade this structure.

Your letter does not mention the matter of maintenance of the new structure. As you know it has been our position from the beginning that the railroad should not be burdened with the expense of maintaining the structure which the Highway Department proposes to build. We believe very strongly that the structure which the Highway Department proposes will

prove very costly to maintain and that there are other types of structures that would serve your purpose and ours, and would be much less expensive to maintain. We do not know what reasons led to the Highway Department's decision to use this particular type of structure but we will maintain our position that since we have no voice in choosing the design so far as concerns maintenance that we should not be burdened with this expense.

As I mentioned at the outset, since we received your plans only last Friday, I am not in a position at this time to approve them. However, pending my review of your proposal I would appreciate your comments on the alternative proposal that I discussed with you in our phone conversation last week. You will recall my suggestion was for a plan whereby the Highway would cross over the railroad some distance easterly of the existing structure. My department has given rather careful consideration to this idea and it appears to us to provide the most satisfactory solution from the standpoint of all concerned. I would appreciate it very much if you would have your people give careful consideration to this suggestion and let me have your comments.

Very truly yours

(Signed) H. F. Mov
Chief Engineer

cc-Mr. Tom Edwards
Mr. T. W. Litchfield
Mr. O. E. Rohde, Attn: Jack Sollis

RECEIVED
APR 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 24 1967
FOR FILING
F-171(11)
10057

April 21, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street, NE
Salem, Oregon 97301

Dear Sir:

Re: Oregon Project F-171(11)
Burlington-Portland City Limits Section
Grading, Paving, Structures and Signing

In your letter of April 12 conditionally approving the P. S. & E. documents for this project, you included the following statement: "Furthermore appropriate credits should be made in Federal-aid participation for the liquidated damages in time extensions, if any, for which you may be obligated to the contractor resulting from any delay to construction due to the railroad's adjustment".

We protest vigorously this interpretation of the regulations governing the Federal-State partnership on construction projects. You must realize that the contracting agency has only minimal control over the work performed by a railroad or utility and construction projects. We normally receive full cooperation from railroads but cannot always assume that such will be forthcoming. The matter is further complicated by the fact that supplies used in the reconstruction of these railroad facilities are often very difficult to obtain.

To accede to your provision may put the State in the position of being required to grant a substantial extension of time to the successful bidder under the governing specifications and then, in turn, having to credit the Federal Highway Administration with a like amount.

Please review this statement and advise us at your earliest convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Alacoe
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
L. H. Young (Enc.)
F. D. Morgan
T. W. Litchfield (Enc.)

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1967

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project F-171(11)
Burlington-Portland City Limits Section
Grading, paving, structures and signing

P. S. & E. documents for the subject project have been reviewed and are hereby conditionally approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained, with relocation advisory assistance provided as indicated in Mr. Moehring's March 29, 1967 report except for:

File No. 37516 - Palmberg
" " 37520 - Pacific Tel. & Tel. Co.
" " 37553 - Cole
" " 40627 - Michaelsen
" " 41047 - Scritsmier
" " 41082 - Palmer
" " 41083 - Parsons
" " 41259 - Mickelson

We understand the above files will be clear by date of bid opening either by option or condemnation and available for contractor's use prior to your requesting our concurrence in award.

Mr. Litchfield's April 6, and April 12, 1967 Utility Status Reports indicate that both reimbursable and non-reimbursable utility adjustments are involved but that these will be on a non-participating basis. We understand that you will certify that necessary arrangements have been made for proper coordination of such work and in accordance with the provisions of subparagraph 15d of PPM 30-4 you should furnish this office with the serial numbers for permits issued to the following utilities in your request for concurrence in award:

Portland General Electric Co.
Bonneville Power Administration
Pacific N.W. Bell Telephone Co.
N.W. Natural Gas Co.
City of Portland Water Bureau
Burlington Water District
Western Union Telegraph Co.

4-21-67
REFERRED TO
Litchfield - Jones
BY ASST. STATE HWY. ENGR.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The railroad protective work is now non-participating. Part of this work will be done on this project and the balance of protective work and adjustments may be handled under a future project. Your certification regarding proper coordination of this work will preclude participation in added construction features resulting from the railroad's review and approval of the plans. The approval should be furnished prior to your request for concurrence in award. "Furthermore appropriate credits should be made in Federal-aid participation for the liquidated damages in time extensions, if any, for which you may be obligated to the contractor resulting from any delay to construction due to the railroad's adjustment. "

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 1 - Earthwork	March 1967
Division II - Part 2 - Bases	March 1967
Section 204 - Plant-mix stone base	March 1967
Section 208 - Plant-mix bituminous base	March 1967
Division II - Part 3 - Surfacing & pavements	March 1967
Division II - Part 4 - Structures	March 1967
Division II - Part 5 - Signing	March 1967
Section 520-A - Painted wood sign posts	March 1967
Division II - Part 7 - Incidentals	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Our conditional approval is with the understanding that participation in the cost of the "SR" Line frontage road between Stations "SR" 21+33 and "SR" 47+00 is subject to further justification.

Our review of the plans indicate several safety features that should be included. They are:

(1) Guardrail connection to existing retaining walls left of Sta. 409 to 415.

(2) Guardrail around heavy cantilever sign structure at Sta. L-412+25.

(3) Guardrail standard plan 22701 inconsistent with bridge guardrail connection.

(4) Possible need of additional bolts for the connection of the guardrail to the bridge rail in order to develop rail continuity.

(5) Possible consideration of a fall-out area through high rock cuts where rock conditions are critical.

(more)

You are authorized to proceed with the contractor's flagging included in your estimate for $25,000.

The pavement type selection of the project is accepted on the basis of documentation contained in your February 28, 1967 "Project Base Design" sheet.

Mr. Young's April 10, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachment

Form DO-121
(11-63)
(Pres. by
A.O. 206-101)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted] DEPARTMENT OF COMMERCE
[redacted]
477 Cottage Street NE.
Salem, Oregon 97301

FOR FILING
F-171(11)
7009

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

DATE: April 21, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project F-171(11), Burlington - Portland Section
Columbia River Highway
Nehalem Boom Railroad Undercrossing

We have reviewed the preliminary plans submitted April 18 for the railroad bridge on this project.

We hereby approve these preliminary plans in regards to layout, structure type selection, and proposed construction sequence.

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 24 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
F-1711(11)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 20, 1967

Spokane, Portland & Seattle Railway Co.
1101 N.W. Hoyt Street
Portland, Oregon

Attention: Mr. H. F. Moy

Subject: Nehalem Boom R.R. U'xing
Burlington-Portland Urban City
Limits Section
Lower Columbia River Highway
Multnomah County
Br. No. 2014A

Your File: 29

Gentlemen:

Under separate cover, I am sending you two prints each of 16 drawings covering the structural details for the proposed reconstruction of the Nehalem Boom Undercrossing. These drawings are listed as follows: 22689, 90, 91, 91-A, 92 through 22700, 22867, 68 and 69.

These drawings have been revised over those sent you previously, primarily in the area of construction under traffic. Temporary steel bents have been detailed and will be used rather than the method indicated on the previous drawings sent you. Details covering this phase of the work have been worked out in conjunction with members of your engineering staff.

At a meeting in your office prior to the beginning of work on this project, it was agreed that your engineering forces would detail the treated material in ties, walkways, etc., order this material and furnish to our contractor for installation insofar as possible, prior to moving the girder span into final position. Also, that Railroad forces would place the remaining ties at the end closure sections, rails, walkways, etc. It is now our understanding that you desire to have the contractor order this material; however, we believe it would facilitate matters if your organization furnished the State with details of the treated material for inclusion in the contract drawings.

It is also our understanding that you desire to replace some stringers at the easterly connection to the existing trestle. Dwg. No. 22691-A indicates that temporary bents Nos. 1 and 2 will remain in place

NOTED
TOM EDWARDS

as permanent bents and that the treated stringers to be replaced will cover this area to a bearing on the new concrete abutment. The replacement of these stringers is satisfactory to the State; however, we believe you should furnish us stringer details along with timber details of the ties, walkways, etc., as mentioned above, for inclusion in the contract with these items to be furnished and placed by the contractor under the contract. The furnishing and placing of the rails and fastenings would still be done by Railroad forces. It is understood that work done by Railroad personnel is reimbursable.

In previous discussions, you had indicated that it would be possible to provide a 48-hour period for the placement of the new steel portion by rerouting trains. Your letter of November 15th to the attention of Mr. T. W. Litchfield indicates a scheduling of trains to permit a 48-hour construction period and the cost incident to the rerouting of your trains. These costs are satisfactory to the State and we will proceed with our contract specifications on this basis.

At a meeting in your office on October 20, 1966, general items pertaining to this project were discussed and among other things. was the fact that the loading for the existing girder span was Cooper's E55. It was my impression at that time that this was satisfactory to the railroad and we proceeded on this basis. Recently, I have been informed that the railroad desires an E72 loading. Inasmuch as the structure has been designed for an E55 on the basis of the existing structure, it will be necessary that you furnish the State a statement that the railroad has definite plans to upgrade the existing structure to E72 in the near future. If the railroad will give the State this statement, we will immediately begin redesign of the steel work to an E72 loading.

The details sent you with this letter are now being given a complete structural check in this office. Will you please check the plans and return one set with your approval or comments noted as to the adequacy of the structural plans and indicate your willingness to furnish the treated timber details mentioned above, for inclusion in the contract.

RECEIVED
APR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Enc.
cc: Tom Edwards
T. W. Litchfield
G. E. Rohde, Att: Jack Sollis

File: 710.12

FORM PR-48 (REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-5-67

BY (Signature): Mr. Young's March 21, 1967 letter

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 466 THRU 468

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
466	F-221(11) — 6996	0.00	$ 111,000	$ 69,300	Delena - Rainier	RR Relocation
467	F-171(11) — 7009	3.63	$2,300,000	$1,450,000	Burlington - Portland City Limits Section	Grade, Pave, 1 Structure
468	F-59(3) — 7010	4.02	$ 890,000	$ 552,000	Holmes Gap - Baskett Slough Section	Grade, Pave

Young 4-11-67

NOTED F. [illegible] KLABOE

REMARKS (Division)

You are authorized to proceed with utility and railroad preparatory work on Items 466 and 467 effective today.

The determination of railroad benefits for Item 468 and the proposed protection shall be governed by PPM 21-10. On Items 466 and 467 it is recognized there are no apparent railroad benefits.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-5-67	T. Dec, Engineering Coordinator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

[illegible]

F-171(11)

7009

[illegible]

[illegible]

[illegible]

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 21-

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Mi. (65)	ADT	7,350	14,000 (66)(70)	87 (71)(72)	08	Oregon	35 (2)(3)	012 (4)(9)	467 (14)(18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72)(73)	(74)(75)	F- (14 23)	171(11) (7 13)		(24)(28)	27

COUNTY NAME: Multnomah — CODE: 051 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	1 (32)	2 (36)(37)	30 (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54)(58)	(59)(66)	(67)(76)			
					Gr., Dr. 4-12' lanes H.T. pave. with 10' shldrs., 4' to 16' median with left turn refuges. Frontage Road 20'. One RC Slab Bridge (130' H.C. 84')
					ROW - 110' minimum; Access Control - partial; Parking Restrictions - partial; Utility & Railroad - adj. req. incl. prep. work.
3.63	2,300,000	1,450,000	850,000		
3.63	2,300,000	1,450,000	850,000		
(16)	(23)(24)	(33)			

REMARKS: Additional Data - Item 410, Project F-171(9) (Withdrawn 12-27-65)

USCOMM DUSCOMM-DC 48905-P61

BURLINGTON-PORTLAND CITY LIMITS

PROJECT NO. F-171(11)

Existing Facility

Roadway: 26' H.T. pavement with 5' shoulders.

Structures: One RR U'xing with 48' H.C. and 16'2" V.C. and one 93' pile tressel H.C. 48'.

Adjacent Sections

West End: 26' H.T. pavement with 5' shoulders.
East End: Project U-171(8).

Project Data

Grade, drain, 4-12' lanes H.T. pavement with 10' shoulders, 4' to 16' median with left turn refuge. Frontage roads 20' in width. One RC Slab Bridge, length 130', H.C. 84' to replace existing bridge.

There is included in the project as incidental work beyond the east limit of the project the construction of the "SR" line frontage road. The connection of the frontage road to the highway is approximately 2190' beyond the east project limit and the frontage road is to be constructed westerly approximately 6800'.

Railroad Crossing Data

Railroad	SP & S Company
No. of Tracks	1
No. of Trains	6 (movements daily)
High Speed Trains	None
Present Protection	U'xing
Proposed Protection	U'xing
RR Benefits	None
PUC Order	Applied for

System Action, Airports, Water Development - None involved.
Public Hearing - None required.

Note: The revision and extention of the RR U'xing will be programmed as a separate project at a later date.

RECEIVED
APR 3 1967

HERBERT P. MINTHORN, JOHN N. GIAIMO, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

E-171 (11)
7009

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG 1400 S W 5TH AVENUE
PORTLAND 97201

March 27, 1967

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following plan title sheets of proposed highway projects transmitted to us by your letter dated March 21, 1967 have been received:

Stanfield Junction-Pendleton Section, Old Oregon Trail Highway, Umatilla County.

Holmes Gap-Baskett Slough Section, Pacific Highway West, Polk County.

Burlington-Portland Section, Columbia River Highway, Multnomah County.

LaGrande Section, Old Oregon Trail Highway, Union County.

We anticipate no fishery conflicts with the first three projects, and they are approved.

The LaGrande Section of highway is being evaluated. Our comments will be forthcoming in the near future.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

3-30- 67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
. C. Roake
E. Morelock

MAR 30 1967

Routing
Morgan
Dalke
Bond
Barbur
Walker
Stanfield
Union

RECEIVED
MAR 30 1967
CONSTRUCTION
DIVISION

RECEIVED
APR 1967

F-171 (11)
7009

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. [illegible], BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

Keating
Morgan
Lund
Barbee
Walker
Clem
Swan
Foss
Morelock
Trout
Scott
Wills
Litchfield
Olson

March 27, 1967

RECEIVED
MAR 3 1967
CONSTRUCTION
DIVISION

NOTED
F. B. KLABOE

State Highway Engineer
State Highway Department
Salem, Oregon, 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 21, 1967 which had enclosed the plan title sheets for a number of projects.

The following projects should have no adverse effect on fishery resources and are approved:

North Albany Interchange Section, Pacific Highway, Linn County
Stanfield Junction-Pendleton Section, Old Oregon Trail Highway, Umatilla County
Delena-Rainier Section, Columbia River Highway, Columbia County
Burlington-Portland Section, Columbia River Highway, Multnomah County
Reese Creek-Reese Creek Summit Section, FAS 287, Jackson County
Holmes Gap-Baskett Slough Section, Pacific Highway West, Polk County
Kent Section, FAS 666 and 668, Sherman County
Powell Valley Road-Duncan Road Section, Mt. Hood Highway, Clackamas County
Halsey-Eugene Section, Albany-Junction City and Pacific Highways, Lane and Linn Counties
Drake Creek-Warner Highway Section, FAS 807, Lake County

Regarding the LaGrande Section, we wish to consult with our regional personnel before approval. Considerable spawning of anadromous fish occurs in the area of the extensive channel change and some provisions may be needed.

We will write you regarding this project in a very short time.

3-28-67 Copies to:

F. B. Klaboe	L.W. Rulien (4)
L. H. Young	R.D. Asburry (8)
Frank Hall (11)	L.R. Chandler (4)
T. C. Roake	J. F. Putnam (4)
J. E. Morelock	A. F. Parson (4)

fw

ROK/dm

cc: Director OFC

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
MAR 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-733X SOH 7-66

RECEIVED
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
McMINNVILLE
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID E. FARRELL, JR.
PORTLAND
MAR 8 11
F-171(11)
7067

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 6, 1967

Spokane, Portland & Seattle Railway Company
1101 NW Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H.F. Moy

Re: Encroachment Map, Cross Sections, & Preliminary Plans
Burlington-Portland Section
Columbia River Highway-Multnomah County

Gentlemen:

Herewith you will find four prints of each of the following information:

1) Railroad Encroachment Map No. 8B-29-8, as revised February 1967.

2) Encroachment Cross Sections No. 8B-29-9, as revised February 1967.

3) Description of right of way and easements for File No. 37558 (SP & S) dated February 1, 1967.

4) Description of easements for File 38935 (NP) dated February 15, 1967.

This information replaces the information transmitted to you with our letter of February 25, 1966 and includes a revision in the highway alignment in the vicinity of Highway Station 355 which you requested in a telephone conversation. You also indicated concern over the construction of what appeared to be "plaster fills" as shown on our cross sections. You will note we have indicated on our cross sections "embankment foundation excavation" beneath such fills which will allow the proper compaction of the outside of the embankment so that excessive ravelling of the slope will not occur. This map does not show any encroachment on railroad property on the northerly side of the tracks since that has been covered in a prior agreement.

Two sets of our revised preliminary plans are also enclosed and show the frontage road to be constructed on the north side of the tracks in a manner similar to that shown on the preliminary plans sent to you with our letter of April 5, 1966 except that the grade crossing opposite 3R Line Station 81+25 has been eliminated as you requested.

We agreed that the existing agreement dated November 1, 1962 maybe supplemented to provide for the necessary work on this project except for the Nehalem Boom Undercrossing, which will be the subject of a separate agreement. Inasmuch as bids are to be opened for this project on May 4, 1967, we would appreciate receiving the appropriate documents inthe near future so that this project may proceed on schedule. Your cooperation in this regard will be appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: ~~E.B. Klaboe~~
I.D. Merchant
D.H. Moehring (w/ map 8B-29-8)
L.W. Rulien
Jack Hesla

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED — ALTERNATE — REVISED

Page 1 of 4 Pages

RECEIVED MAR 6 1967 FOR [illegible]

Section BURLINGTON-PORTLAND CITY LIMITS Highway COLUMBIA RIVER (FAR 1) County MULTNOMAH Prefix [illegible]

Res. Engr. _____ Approx. Length 3 Miles. Sta. 277+50± to Sta. 480± Date 2-28-67

Truck A.D.T. 534 Traffic Coefficient 9.9 18 kip s.a. per day 382.3.

Annual Precipitation 39"± Frost Penetration - - - - - -.

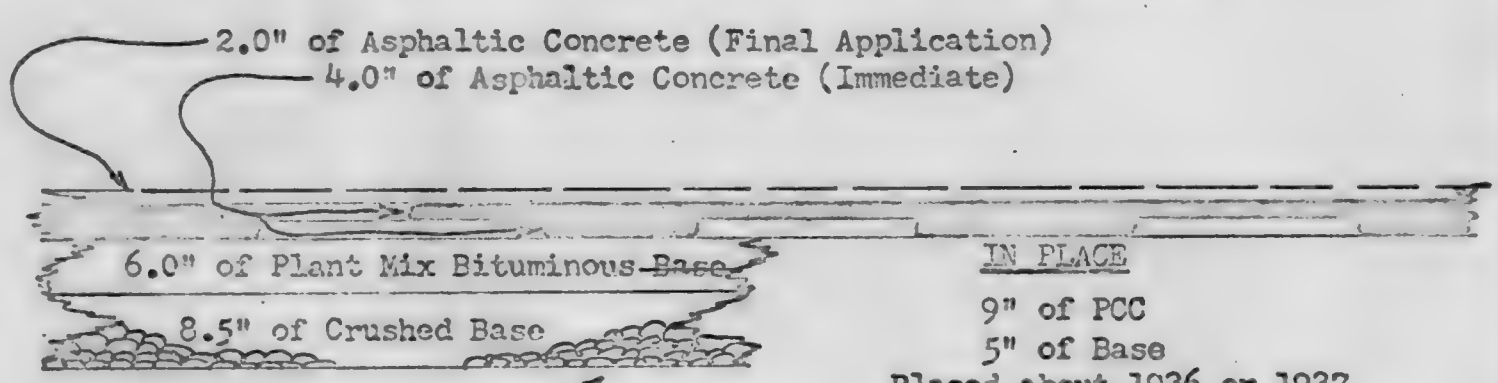
(1)
Typical Soil

31	LL
6	PI
100	%P 10
90	%P200
0	%Gravel
0	% Sand
10	%F Sand
59	%Silt
21	%Clay
11	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
6.0" of Plant Mix Bituminous Base
8.5" of Crushed Base

EXISTING ROADWAY

IN PLACE

9" of PCC
5" of Base
Placed about 1936 or 1937
From Traffic Log

(1)
Clayey Silt

	CBE Total Req.	Credit	Actual Thick.	
NEW WORK				
		4.0	2.0	A.C. (F)
		8.0	4.0	A.C. (I)
		11.0	6.0	PMBB
		8.5	8.5	Cr Base
	31.5	31.5	20.5	
EXISTING ROADWAY				
SEE SECTION				

E. B. KLABOE
NOTE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by C. A. L. for Staff Assistant

Recommended by O C Wiseley Engineer of Materials

Recommended by _____ Construction Engineer

Approved by J B Kaboe Asst. State Highway Engineer

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	PMBB	3/4"-0 Level	Crushed Base	"CBE" Total Requirement	Actual Thickness
240 - 600	4.0"	3.0"		16.5"	30.0"	23.5"
90 - 240	3.5"	3.0"		14.5"	27.0"	21.0"
30 - 90	3.5"		2.0"	14.5"	23.5"	20.0"
8 - 30	3.0"		2.0"	12.5"	20.5"	17.5"
1 - 8	2.0"		2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"		2.0"	6.5"	12.5"	10.5"

Should substitutions be made use the "CBE Total Requirement" column to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base
1.0"	Selected Subgrade Material	=	0.5" Crushed Base

SECTION: BURLINGTON-PORTLAND CITY LIMITS

HIGHWAY: COLUMBIA RIVER (FAR 1)

COUNTY: MULTNOMAH

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT (1966) 7350 (Total)

B. Future ADT (1986) 14,000 (Total)

C. Mean ADT $\frac{(A+B)}{2}$ 10675

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 10 (ADT Basis (Logging Traffic but no classification count available.))

G. Trucks (in one direction) $\frac{F}{2}$ = .05 x (C) 10,675 = 534

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 534 x (H) 100 % = 534

TRAFFIC COEFFICIENT = $K(I)^{0.119}$

where K = 4.669

= 9.9

SECTION: BURLINGTON-PORTLAND CITY LIMITS

HIGHWAY: COLUMBIA RIVER (FAR 1)

COUNTY: MULTNOMAH

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. and P.C.C.
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this project will be widening of a present 2 lane facility to 4 lanes. The existing 2 lanes will be incorporated into the new work. The new project is generally controlled by existing grades and right of way. The median will vary from 4 feet to 20 feet and the new centerline will be crisscrossing the old centerline.

A. C. Pavement is more desirable from a construction standpoint for this type work.

RECEIVED
FEB 23 1967
FILING
F-171(11)

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON.

No. SXF-384

RECEIVED
FEB 24 1967
LEGAL & RIGHT OF WAY

To— Mr. G. E. Rohde, Chief Counsel
Oregon State Highway Commission
State Highway Building
Salem, Oregon

NOTED
JACK L. SOLLIS
NOTED
R. F. FOSTER

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to extend an existing Undercrossing of the Spokane, Portland & Seattle Railway Company, known as the NEHALEM BOOM UNDERCROSSING project near Burlington in the Northeast Quarter of the Northeast Quarter ($NE\frac{1}{4}NE\frac{1}{4}$) of Section 29, and the Northwest Quarter of the Northwest Quarter ($NW\frac{1}{4}NW\frac{1}{4}$) of Section 28, Township 2 North, Range 1 West, W.M., Multnomah County, Oregon.

NOTICE OF HEARING

Pub 627

The above entitled matter has been assigned for hearing

At: Room 101, Public Service Building, Salem, Oregon

On: Wednesday, March 15, 1967 ; at the hour of 10:00 A.M.

Please acknowledge receipt of this notice on the enclosed form and mail to the Public Utility Commissioner, Salem, Oregon 97310.

PUBLIC UTILITY COMMISSIONER
OF OREGON

Mailed at Salem, Oregon 97310
February 20, 1967.
R&T TRANSP.

Form PUC 16-115J

RECEIVED
FEB 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
VASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
FEB 3 - 1967
FOR FILING
F-111 (11)
7009

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
February 1, 1967

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 627 - Nehalem Boom Undercrossing
SP & S. Rwy.
Multnomah County
Your No. SXF-384

Dear Sir:

Enclosed please find original and 4 copies of Reply of the State Highway Commission to the Answer of Respondent Spokane, Portland & Seattle Railway Company in the above-entitled matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

NOTED
F. B. KLABOE

JLS:ja
Encls.

cc: F. B. Klaboe
R. L. Porter
F. D. Morgan
L. W. Rulien
Ivan Merchant
T. W. Litchfield

RECEIVED
FEB 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
1-31-67

PUX 627

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to extend an existing Undercrossing of the Spokane, Portland & Seattle Railway Company, known as the NEHALEM BOOM UNDERCROSSING project near Burlington in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 29, and the Northwest Quarter of the Northwest Quarter (NW¼NW¼) of Section 28, Township 2 North, Range 1 W., W.M., Multnomah County, Oregon.	)	No. SXF-384 R E P L Y

Comes now Applicant, State of Oregon, by and through its State Highway Commission, and for Reply to the Answer of Respondent Spokane, Portland and Seattle Railway Company respectfully admits, alleges and represents as follows:

I

Denies the allegations of paragraph I of Respondent's further, affirmative answer and alleges that Applicant is merely replacing an existing wooden structure with a steel span structure and that the Railroad does benefit safety-wise by any grade separation structure.

II

Denies that Respondent will suffer substantial inconvenience and interference as alleged in paragraph II of Respondent's further, affirmative answer and alleges that Respondent has already informed Applicant that its trains can be rerouted for a short period of time (in the neighborhood of 48 hours) without any undue inconvenience or delay, and Applicant hereby agrees to reimburse Respondent for the cost of said rerouting.

III

In reply to paragraph III of Respondent's further, affirmative answer, denies that the maintenance of the extension of the existing steel structure will

impose an unreasonable burden upon the Railroad, as the cost of maintenance of the existing steel structure is the duty of the Respondent under the provision of PUC Order Number 3021, dated November 5, 1935. Applicant further alleges that the maintenance of the extended structure will not be any more hazardous than the maintenance of the existing steel structure over the existing road, and that Applicant will assist Respondent by providing signs and flagmen during the time it is doing maintenance work from the traveled portion of the new highway. Applicant further alleges that as Respondent did not propose a different design, it must be concluded that the design was acceptable to Respondent inasmuch as the extended structure will be owned by and the property of Respondent when the project is completed; and further, that the proposed structure is the same type as the existing structure over the existing highway.

IV

In reply to paragraph IV of Respondent's further, affirmative answer, Applicant denies that the risk is any other than a normal risk where any over-crossing or undercrossing exists and further that Article IX, Section 3, prohibits the expenditure of highway funds to indemnify the Railroad against a contingent damage to its property.

V

In reply to paragraph V of Respondent's further, affirmative answer, Applicant denies that the maintenance of its own property by Respondent is in violation of ORS 763.040 and ORS 763.050 and Applicant alleges that the replacement of a wooden overhead structure will be a betterment to Respondent.

WHEREFORE, Applicant respectfully requests an Order in conformity with

JLS:ja
1-31-67

its Application as changed herein.

Dated at Salem, Oregon, this 1st day of February, 1967.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Reply is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 1st day of February, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Reply and the whole thereof.

Jack L. Sollis
Utilities & Railroad Attorney

RECEIVED
JAN 20 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 17, 1967

Spokane, Portland & Seattle Railway Company
1101 NW Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H.E. Hudson
Right of Way & Tax Agent

Re: Permit of Entry for Test Holes
Nehalem Boom Railroad Undercrossing
Burlington-Portland Section
Columbia River Highway
Multnomah County
YOUR FILE: 29

Gentlemen:

We have received your permit of entry dated January 11, 1967 which we requested in our letter of November 10, 1966 for the purpose of making test drillings prior to the construction of the above-captioned undercrossing on the Columbia River Highway.

We have reviewed the provisions contained therein and find them satisfactory to the State. We will proceed immediately with our work on this property.

It is understood this permission is granted for the period beginning January 11, 1967 and ending March 1, 1967.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc Tom Edwards (w/ SP&S Letter)
F.B. Klaboe "
I.D. Merchant "
L.W. Rulien "
R.H. Rumbolz "

NOTED
FOR RECORD

FORM 1920

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. E. HUDSON
RIGHT OF WAY AND TAX AGENT

RIGHT OF WAY & TAX DEPARTMENT

1101 N. W. HOYT STREET
P. O. BOX 571
PORTLAND, OREGON 97207

R. E. HAMILTON
ASSISTANT RIGHT OF WAY AND TAX AGENT

N. C. KRETZER
RIGHT OF WAY AGENT

January 11, 1967
File: 29

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: T. W. Litchfield
Utilities Liaison Engineer

Re: Permit of Entry for Test Holes
Nehalem Boom Railroad Overcrossing
Burlington-Portland Urban City
Limits Section
Columbia River Highway - Multnomah Co.

Gentlemen:

Having reference to your letter of November 10, 1966, requesting right of entry upon Spokane, Portland and Seattle Railway Company right of way for the purpose of making three test drillings for construction of railroad overpass over the Lower Columbia River Highway at a location known as Nehalem Boom Undercrossing.

You may consider this letter as granting your request for right of entry for the purpose of making said test drillings in connection with the proposed overcrossing. This permission is granted with the understanding that the State will reimburse the Spokane, Portland and Seattle Railway Company for any damage to its property by the use and occupancy of its property by the State.

This permission is granted for the period beginning

Copy to I D Merchant
1-12-67
E

FORM 1820

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

RIGHT OF WAY & TAX DEPARTMENT

1101 N. W. HOYT STREET
P. O. BOX 571
PORTLAND, OREGON 97207

H. E. HUDSON
RIGHT OF WAY AND TAX AGENT

R. E. HAMILTON
ASSISTANT RIGHT OF WAY AND TAX AGENT

N. C. KRETZER
RIGHT OF WAY AGENT

from the date of this letter to March 1, 1967.

Yours very truly,

H. E. Hudson

Right of Way and Tax Agent

HEH/dar

FORM S-15

COMMISSIONERS:
GLENN U. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING

RECEIVED
JAN 11 1967

F-7.71(11)

7079

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 10, 1967

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 627 - Nehalem Boom U-Xing
S P & S. Rwy. Co.
Multnomah County
Motion to Amend Application
Your No. SXF-384

Dear Sir:

Herewith I hand you original and 4 copies of Motion to Amend Application of the State Highway Commission in the above-titled matter.

NOTED
F. B. KLABOE

Two of the copies are for service upon Spokane, Portland & Seattle Railway, one copy for service upon Multnomah County and 2 copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
Ivan Merchant
F. B. Klaboe
F. D. Morgan
L. W. Rulien
T. W. Litchfield

RECEIVED
JAN 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
1-10-67

PUX 627

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to extend an existing Undercrossing of the Spokane, Portland & Seattle Railway Company, known as the NEHALEM BOOM UNDERCROSSING project near Burlington in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 29, and the Northwest Quarter of the Northwest Quarter (NW¼NW¼) of Section 28, Township 2 North, Range 1 West, Willamette Meridian, Multnomah County, Oregon.	No. SXF-384 M O T I O N T O A M E N D A P P L I C A T I O N

Comes now your Applicant State of Oregon, by and through its State Highway Commission, and moves to amend its application in the above-titled matter as follows:

I

By deleting the following quoted portion of paragraph (a) under THINGS TO BE DONE BY RAILROAD:

> "Upon completion of the design of the railroad structure, the Railroad will detail the treated timber ties and other materials as designated, order material fabricated and furnish to the contractor for installation. Railroad shall make arrangements to reroute traffic during the period required to move the new span into place and will replace the rails on the new section of track."

Dated at Salem, Oregon, this 10th day of January, 1967.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
1-10-67

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Amend Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 10th day of January, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Amend Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

FORM E-123X 50M 7-66

RECEIVED
DEC 27 1966
SALEM, OREGON
RIGHT OF WAY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-171(11)

1101

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 19, 1966

Spokane, Portland & Seattle Railroad Co.
1101 N.W. Hoyt Street
Portland 7, Oregon

Attention: Mr. H. F. Moy
Chief Engineer

Subject: Nehalem Boom RR U'xing
Burlington-Portland Urban
Limits Section
Columbia River Highway
Br. No. 2041A

Your File: 401

Gentlemen:

Attached, are 3 prints each of Dwgs. Nos. 22686, 22691, 22694 and 22695 along with 3 Xerox copies of 2 sheets of field notes showing the top of rail elevations. Also attached, are 3 prints of a cross section sheet showing a grade line which has been made using the field elevations as a guide.

As agreed upon, we are sending incomplete drawings which give the control dimensions of the steel girders, stringers and floor beams which will enable you to proceed with the tie plan for the additional plate girder span. On Dwg. No. 22691 is a line diagram giving the locations of the girders, stringers and floor beams. Dwg. No. 22694 and 22695 show a cross section of each floor beam along with the dimensions and elevations pertaining to that particular section.

As mentioned above, the enclosed material are incomplete drawings and will be completed as soon as practicable. When completed, copies will be sent to you for your approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

TCR:mb
Encls.
cc: Tom Edwards
T. W. Litchfield

RECEIVED
DEC 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, VICE-CHAIRMAN
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
DEC 14 1966
FOR FILING

F-17(1)

7C-1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 13, 1966

NOTED
R. L. PORTER

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 627 - Nehalem Boom U-Xing
S P & S. Rwy. Co.
Multnomah County

Dear Sir:

Herewith I hand you original and 4 copies of Application of the State Highway Commission in the above-entitled matter.

Two of the copies are for service upon Spokane, Portland & Seattle Railway, one copy for service upon Multnomah County and 2 copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
Ivan Merchant
F. B. Klaboe
F. D. Morgan
L. W. Rulien
T. W. Litchfield

NOTED
R. L. PORTER

RECEIVED
DEC 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
12-8-66

PUX 627

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to extend an existing Undercrossing of the Spokane, Portland & Seattle Railway Company, known as the NEHALEM BOOM UNDERCROSSING project near Burlington in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 29, and the Northwest Quarter of the Northwest Quarter (NW¼NW¼) of Section 28, Township 2 North, Range 1 West, Willamette Meridian, Multnomah County, Oregon.

A P P L I C A T I O N

No._____

Comes now the Applicant State Highway Commission and files its Application in the above-titled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That for the proper service, safety and convenience of the travelling public, Applicant proposes to extend the eastern end of an existing Undercrossing of the tracks of the Spokane, Portland & Seattle Railway Company, which Undercrossing was originally established by Public Utility Commissioner Order #3021, dated November 5, 1935. The extending of said Undercrossing is necessitated by the reconstruction and

widening of the Burlington-Portland Urban Limits Section of the Lower Columbia River Highway. Said construction necessitates the extending of the existing structure approximately 152 feet, as shown on Oregon State Highway Department Drawing No. 22596, entitled Nehalem Boom Railroad U-Xing, dated 9-16-66, Bridge No. 2014A, and Oregon State Highway Department Drawing No. 19144, entitled Vicinity Map & Profile, Nehalem Boom R.R. U'Xing, Burlington-Portland Urban Limits Section, Lower Columbia River Highway, dated October 1961; said drawings by reference hereto are made a part hereof. The proposed extension of the existing Undercrossing of an existing railroad will not benefit the Railroad and therefore no participation in the cost of said extension is requested from the Railroad.

IV

That the extension is the only practical way of routing more traffic on said highway and not interferring with railroad traffic.

V

That upon completion, the estimated annual average daily traffic on the Burlington-Portland Urban Limits Section of the Lower Columbia River Highway will be 6,600 with an anticipated increase to 12,600 vehicles per day in 20 years. There are approximately 6 train movements per day.

VI

The extension of the existing structure will be approximately 152 feet measured along the centerline of the railroad. The centerline of the proposed westbound lane intersects the centerline of the railroad tracks at Highway Engineer's Centerline Station LW 379+16.12 POT equals Railroad Station 23+33.84 POC with an

intersecting angle of 21°24'30" in the Southeast Quadrant. The extension will be a structural steel through plate girder span.

VII

That the Spokane, Portland & Seattle Railway Company and Multnomah County are the only parties affected by this proposed Undercrossing.

VIII

That the Applicant proposes that the construction of the said Undercrossing extension and the maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract for the construction of the proposed Undercrossing extension structure and supervise the construction thereof.

(b) Utilizing State and Federal funds, finance the construction of said project, including reimbursement to Railroad Company for its costs incurred in connection therewith; accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, dated October 15, 1966.

(c) Upon completion, maintain the highway roadbed, slopes, shoulders, drainage, pavement and surfacing.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal Regulations as set forth in paragraph (b) above under THINGS TO

JLS:ja
12-8-66

BE DONE BY APPLICANT, furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project. Railroad shall remove and protect its signal and communication lines during the same period and replace them in their final location upon completion of the construction. Upon completion of the design of the railroad structure, the Railroad will detail the treated timber ties and other materials as designated, order material fabricated and furnish to the contractor for installation. Railroad shall make arrangements to reroute traffic during the period required to move the new span into place and will replace the rails on the new section of track.

(b) At its own expense, maintain the structure extension including the girders, deck, track and abutments thereof.

IX

That the proposed project is located in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 29, and the Northwest Quarter of the Northwest Quarter (NW¼NW¼) of Section 28, Township 2 North, Range 1 West, Willamette Meridian, Multnomah County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and

JLS:ia
12-9-66

allocation of the costs thereof, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 9th day of December, 1966.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 9th day of December, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
DEC 5 - 1966
FORM E-30X—50M—2-66 SP°23500-734
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1966

To: Mr. G. E. Rohde
Chief Counsel

B U I L D I N G

Att: Mr. Jack Sollis

SUBJECT: PUC Application
Nehalem Boom RR U'xing
Burlington-Portland Urban
Limits Section
Columbia River Highway
Multnomah County
Br. No. 2014A

The State proposes to improve the Lower Columbia River Highway in the vicinity of the present Nehalem Boom Railroad by adding 2 additional traffic lanes on the northerly side of the present highway. This improvement will necessitate the alteration of the present railroad structure and it is planned to place an additional span on the east end of the railroad structure. This alteration of the railroad structure necessitates the preparation of an application for a PUC order.

Twelve prints each of Dwgs. Nos. 22596 and 19144, the plan and elevation drawings and the vicinity map and profile, respectively, are attached to be used as exhibits. The PUC order No. 3021 dated November 5, 1935, was issued in order that the present structure might be built.

As mentioned above, it is planned to extend the present structure on the southeasterly end approximately 152' measured along the centerline of the railroad. This extension will be located in the $NE\frac{1}{4}$ of the $NE\frac{1}{4}$ of Section 29 and the $NW\frac{1}{4}$ of the $NW\frac{1}{4}$ of Section 28, T. 2 N., R. 1 W., W.M., Multnomah County, Oregon. The centerline of the proposed westbound lanes intersect the centerline of the SP&S tracks at Hwy. Sta. LW379+16.12 POT = RR Sta. 23+33.84 POC with an intersecting angle of 21° 24' 30" in the SE quadrant. The extended portion of the present undercrossing will be a structural steel through plate girder span.

The average daily traffic on the Lower Columbia River Highway at this point is approximately 6,600 with an anticipated increase to 12,600 vehicles per day in 20 years. The train movements are approximately 6 per day.

The extension of the present structure is to be constructed with Federal and State funds and since the railroad will

NOTED
TOM EDWARDS

not benefit from the construction, no participation in the cost is requested from them. Any necessary expense incurred by the railroad in connection with the construction of this project will be reimbursed as permitted by PPM 30-3 with amendments and additions thereto.

In this construction project, the State shall do the following things: Prepare plans and estimates, award a contract, supervise construction and upon completion, maintain the highway roadbed, slopes, pavement, surfacing, shoulders and drainage. The railroad shall furnish preliminary engineering, watchmen and flagmen services to protect its operations during the construction period, remove and protect its signals and communication lines during the same period and replace them in their final location upon completion of the construction. Upon completion of the design of the railroad structure, the railroad will detail the treated timber ties and other materials as designated, order material fabricated and furnish to the contractor for installation. The railroad shall make arrangements to reroute traffic during the period required to move the new span into place and will replace the rails on the new section of track, the expense for the above work being paid for as outlined above. Upon completion of construction, the railroad will maintain its trackage and the completed structure.

Will you please prepare an application to the Public Utilities Commissioner for an order permitting this construction.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:mb
Att.
cc: Tom Edwards
T. W. Litchfield

OFFICE OF

FORM E-123X 50M 2-65

RECEIVED
NOV 23 1966
PORTLAND

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND

F 121 (11)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 21, 1966

Spokane, Portland & Seattle Railroad Co.
1101 N.W. Hoyt St.,
Portland, Oregon

Attention: Mr. H. F. Moy

Subject: Nehalem Boom RR U'xing
Burlington-Portland Urban
City Limits Section
Columbia River Highway
Multnomah County
Br. No. 2011A

Your File: 401

Gentlemen:

As you have been informed previously, the State proposes to construct 2 additional westbound traffic lanes on the Columbia River Highway to be located on the northerly side of the present highway.

We are attaching 4 prints of Dwgs. Nos. 22596 and 19144 the plan and elevation drawings, vicinity map and profile drawing, respectively, for the alteration of the present structure.

We are at the present time preparing the application to the Public Utilities Commission for an order for this project. The project will be financed with State and Federal funds without participation from the railroad. The railroad will be reimbursed for its necessary expenditures incurred in this work as permitted by PPM 30-3 with amendments and additions thereto.

Shortly, our Utilities Liaison Engineer will contact you with regard to the execution of a Highway-Railroad agreement and such construction easements as are necessary for this project.

According to our discussion of this matter on October 20th, Pier 4 (the easterly pier of the present structure) will be remodeled to carry the proposed new extension and the new Pier 5 will be built without interruption of traffic on the railroad.

The new steel span will be fabricated complete on the northerly side of the track, including the placing of ties, girders, timbers and 2" decking prior to moving to the final position. After this is done, the existing track and trestle between Piers 4 and 5 will then be removed and the prefabricated girder section moved into place. A section of track at each end of the new girder section will have to be placed after positioning of the new section. When the new section is in place, the railroad, with its own forces, will place the remaining 2 sections of ties, walkway planks, as required and place the rails throughout.

The State, at the earliest possible time, will submit plans of the track section showing the stringers, floor beams and girder layout, both in plan and elevation so that the railroad may detail the treated timber ties and other material. This material will be precut and prebored for speedy erection. The railroad will order the material and furnish it to the contractor for his installation on the girder section. The railroad will also furnish preliminary engineering watchman and flagman services to protect its operations during the construction, move and maintain its signal and communication lines and after construction is complete, place them in permanent position. The railroad shall maintain its trackage and the completed structure, including girders, deck, track and abutments at its own expense. The State will, in addition to that named above, prepare plans, specifications, award a contract, supervise construction and maintain the highway roadbed, slopes, pavement, surfacing, shoulders and drainage.

Will you please review the accompanying drawings and return one set with your comments and approval noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TGR:mb
Encls.
cc: Tom Edwards
T. W. Litchfield
Jack Sollis

RECEIVED
NOV 14 1966
FOR FILING

F-171(11)

7004

November 10, 1966

Spokane, Portland, and Seattle Railway Company
1101 NW Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H.F. Moy

Gentlemen:

Re: Permit of Entry for Test Holes
Nehalem Boom Railroad Overcrossing
Burlington-Portland Urban City
Limits Section
Columbia River Highway - Multnomah Co.
YOUR FILE: 401

Herewith you will find two prints of a portion of our Bridge Drawing No. 19144 on which is shown the location of three test holes we desire to dig so that we may study the soil conditions and design a suitable foundation for the easterly abutment of our proposed reconstruction of your overcrossing structure.

The work will be done by State forces and if we can enter by December 1, 1966, we can be completed by January 15, 1967. We will use a small, portable, self-powered, skid-mounted portable rotary drill. It will occupy an area approximately 6' x 8' and will have a mast which will stand approximately 13 feet.

Inasmuch as we proposed to open bids for this project on March 23, 1967, your cooperation in expediting this permit of entry will be greatly appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

Enc.
cc: F.B. Klaboe (w/attachments)
Tom Edwards "
I.D. Merchant "
L.W. Rulien "
R.H. Rumbolz "

Sec. Cor. Fnd.

Section 28
Section 29

N 1°23'21" W

I.P. Fnd.

24"X18" CMP

555

Proposed Structure

Proposed R/R
Toe of Fill

21°24'30"
(Off local Tangent)

= L^M 379+16.12 P.O.T.
= United RR 23+33.84 P.O.C.

Neh.B. 26+31.9 P.T.

Remove Shaded Portion of pier

= L^E 377+99.84 POT
= N Iem Boom 26+66.57

33°05'45"

N 725,788.99
E 1,405,164.17

23+91.9 E.M.C.

BM. D-231

N 725,732.96
E 1,405,274.67

L^M 376+73.13 P.S.

380

O.S.H.D. BM G-101

Top of Cut

Exist. O.S.H.D. R/W

Top of Cut

Proposed R/W

22

21

21+02.0 B.M.C.

United R.
150' Sp.
S=5°37'30

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JUL 26 1966
FORM E-30 SON 10-65 SP*23401-734
FOR FILING

F-171(11)

1001

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1966

SUBJECT: Burlington-City Limits
Lower Columbia River Highway

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Referring to your letter of March 10, 1966 the status to date on this section is as follows:

Purchase of R/W 60% complete.

Encroachment maps to Litchfield 12-29-65.

Bridge Department has all information required for structures.

Plans are complete.

F. D. Morgan
Construction Engineer

By

J. E. Morelock
Chief Locating Engineer

5-25

4-7-66

3-17-66 JEM:rw

Litchfield:
Please advise how
You are doing Joe

RECEIVED
MAR 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 1 - 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-171(11)

7007

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 25, 1966

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. W. P. Garrett

Re: Encroachment Maps and Cross Sections
Burlington-Portland Section
Columbia River Highway - Multnomah County

Gentlemen:

Herewith you will find four (4) prints each of the following information:

Encroachment Map No. 8B-29-8 dated December, 1965
Encroachment Cross sections, Map No. 8B-29-9
Description for Right of Way and Easements, File No. 37558 dated December 17, 1965
Description of Easements, File No. 38935, dated December 17, 1965

NOTED
F. B. KLABOE

File No. 37558 describes easements and right of way we wish to acquire from the Spokane, Portland and Seattle Railway Company for the construction of the above-captioned project. The descriptions attached cover the purchase of one parcel of 0.11 acre, permanent easements for slopes and retaining walls for two parcels totalling 0.20 acre, a permanent easement for a structure covering 0.15 acre and a temporary permit or easement for slopes covering 0.09 acre.

The file number 38935 deals with easements we wish to acquire from the Northern Pacific Railway Company. These consist of five parcels totalling 1.38 acres for construction of slopes, and two parcels totalling 0.58 acre for the construction of slopes, retaining walls and access roads.

As soon as our Right of Way Section has completed appraisals on this property, we will make both you and the Northern Pacific Railway Company offers

for this property. Additional information will be submitted to you as it becomes available.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
encs.

cc: F. B. Klaboe
D. H. Moehring (w/Map #8B-29-8)
L. W. Rulien
Jack Hesla

Mr. F. B. Klaboe

FORM S-123X BOM 7-62

RECEIVED
JAN 27 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
THE DALLES
DAVID B. SIMPSON, MEMBER
PORTLAND

F-171(11)

1027

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
JANUARY 26, 1966

MR. A. W. PARSONS, DIVISION ENGINEER
U. S. BUREAU OF PUBLIC ROADS
477 COTTAGE STREET N.E.
SALEM, OREGON

08-35.7 FILE NOS. 31742, 31743, AND HARTMAN OREGON PROJECT F-171(9), BURLINGTON - PORTLAND CITY LIMITS, JUSTIFICATION FOR EAST SIDE FRONTAGE ROAD

DEAR MR. PARSONS:

THE INFORMATION WHICH YOU REQUESTED REGARDING FILE 31742, 31743 AND HARTMAN IS NOW ON THE FILE. A COPY OF THIS INFORMATION IS ATTACHED.

VERY TRULY YOURS,

G. E. ROHDE
CHIEF COUNSEL

D. H. MOEHRING
RIGHT OF WAY ENGINEER

CES:CPL

ATTACHMENT

CC: G. E. ROHDE
F. B. KLABOE
L. H. YOUNG
M. R. MITCHELL

NOTE!
F. B. KLABOE

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JAN 28 1966
OFFICE OF

RECEIVED
JAN 11 1966
FOR FILING

F 171(11)

Form CD-121 (11-63) (Rev. 6, A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

7007

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 5, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

IC LABOE
NOEHRING

SUBJECT: Oregon Project F-171(9)
Burlington - Portland City Limits
Justification for East Side Frontage Road

Previous correspondence on this matter discloses that it would cost $59,700 to construct the frontage road from approximate Stations 434+50 to 457. This is compared to damages of $65,450 which would accrue to three properties if the road was not constructed.

The three properties affected and values assigned are as follows:

File No.	Owner	Before Value	After Value	Damages
None	Hartman	$39,600	$18,300	$21,300
31742	Smith	24,000	1,000	23,000
31743	Streicher	21,700	500	21,150
	Total Damages			$65,450

Considering the narrow margin by which the road is justified, we feel the damages assigned to the three parcels should be supported with more detailed information than is presently available. Please have your appraiser provide the data or reasoning involved in the assignment of damages.

In the event the State will not request Federal-aid in construction of the project, we would have no particular interest in justification of the frontage road and the data called for above need not be submitted; however, if Federal-aid in construction will be requested, please furnish us a copy of the appraiser's support for damages.

2 copies to Noehring 1-6-66

REFERRED TO
Young
By Asst. State Hwy. Engr.

RECEIVED
JAN
OFFICE OF
STATE HIGHWAY ENGR.

Please make certain Noehring supplies this 2

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1 11 66

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NOV 1 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. HOCKLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
F-171(11)
7001
147"
213K

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

NOTED
F B K

RE: Oregon Project F-171(9)
Burlington-Portland City Limits
East Side Frontage Road

Dear Sir:

Reference is made to your Memorandum 08-35.7 dated October 18, 1965 on the above subject.

Enclosed are the justification figures that you requested. A print of the plan and profile of the connection design at Station 435 that was used for the justification study is included.

Very truly yours,

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

Enc.
DLT:fp
cc Victor D. Wolfe
F. B. Klabon
D. H. Moehring

RECEIVED
OCT 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121
(11-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 18, 1965

In reply refer to: 08-35.7

FROM : A.W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-171(9)
Burlington-Portland City Limits
East Side Frontage Road
(Mr. F. B. Klaboe's October 12 letter)

Figures contained in Mr. Klaboe's letter indicate it will cost approximately $25,000 less to construct a frontage road from Station 435+25 to Station 495+75.80 than to build a structure and short frontage road in the vicinity of Station 435 and terminate the main road at Station 457.

Estimated cost of the road from Station 435 to Station 457 is $59,700. If this section of road were not built three properties would be landlocked and therefore damaged. We would like to be provided with figures comparing the damages to construction costs of $59,700 in order to determine the economic justification for construction of the facility.

Routing
Morgan
Decker
Bond
Barbee
Walker
Trout
Scott
Wills

RECEIVED
OCT 1 1965
CONSTRUCTION

Orig. to Mr. Cooper
Copy to Young
10-20-65

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OCT 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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OCT 14 1965
FOR FILING
21 (11)
7467

October 12, 1965

147

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project F-171(9)
Burlington-Portland City
Limits
East Side Frontage Road

Dear Mr. Parsons:

Reference is made to your Memorandum 08-35.7 dated September 3 on the above subject.

The project is designed with an access at approximate Station 420 to serve the Purslinger property. A frontage road is designated to be built from the east property line of the Hartman property left of approximate Station 434+25 and extending ahead on line to Station 495+75.80.

There is no intention of building a frontage road from approximate Stations 412+50 to 434+25. The line on the right-of-way map that is an extension of the "SR" Line will have to remain on the map because it was used as a "call" line in writing some of the descriptions on the project.

The approach that has been investigated at Station 435 had to be designed on very low standards because of the limited area between the proposed highway and railroad. Short tight radius turns were used which will create a traffic hazard to the vehicle entering the main highway and heading in a northwesterly direction.

The estimated cost to construct an approach in the vicinity of Station 435 is $42,600. This approach would serve Hartman and Smith. A frontage road could be constructed across the Smith property to serve the Streicher property. This cost would be $21,200 for a total cost of $63,800 to serve the three properties. The savings by terminating the frontage road at approximate Station 457, as proposed in your Memorandum, would be the cost of the frontage road between approximate Stations 439+50 and 457. This cost is estimated at $36,500 compared to the $63,800 for the approach and short section of frontage road.

The justification estimates have been reviewed and updated to present estimated costs. A study was again made of values and damages to the properties involved. Using these new figures, it is indicated that the frontage road as designed is economically justified. The saving will be approximately $25,000.

In regard to the access control, the authorization to negotiation indicates that access is to be on a limited location basis. It is not the intention of the Highway Department to take complete access control in front of the grocery store left of Station 314+50. When the Right of Way Department negotiates for the property, any access that is needed would be established at that time and then placed on maps.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
D. H. Moehring

DEK:fp bg

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 3, 1965

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-171(9), Burlington-Portland City Limits
East Side Frontage Road, Station 413 to Station 474 and Access Control

The right of way map indicates a frontage road will be constructed to serve properties lying between the railroad and the river. The proposed frontage road extends into the adjoining project on the south to Station 495+75. An estimate, prepared in 1961, disclosed the road would be economically justified, however, considering the elapsed time we feel the situation should be studied again.

If it would be possible to construct an approach in the vicinity of Station 435 to serve the Hartman, Smith and Streicher properties the frontage road could be terminated at approximate Station 457. If it is not feasible to access these properties consideration should be given to not providing access on a damage basis. The Pursinger property to the north would have the same access it has now, via an approach and connection at Station 420.

We are not certain just what degree of access control is planned. The right of way map seems to indicate it is being taken only across those properties from which there is a physical taking. In the community of Burlington, left of Station 314+50, complete access control is indicated across the front of a grocery store property. Is this actually intended?

We will appreciate receiving a copy of the revised frontage road justification, and information pertaining to the access control.

RECEIVED
SEP 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OFFICE ENGINEERING

Routing
Morgan
Decker
Bond
Barbee
Walker
Ciena
Swan

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN

Page 1 of 2 Pages

RECEIVED NOV 16 1964 FOR FILING

Section BURLINGTON - PORTLAND Highway COLUMBIA RIVER (FA 1) County MULTNOMAH Prefix 26-1-8

Res. Engr. E. F. LITLE Approx. Length 3 Miles. Sta. 277+50± to Sta. 429+50± Date 10-15-64

Truck A.D.T. 508 Traffic Coefficient 9.8 18 kip s.a. per day 356.1.

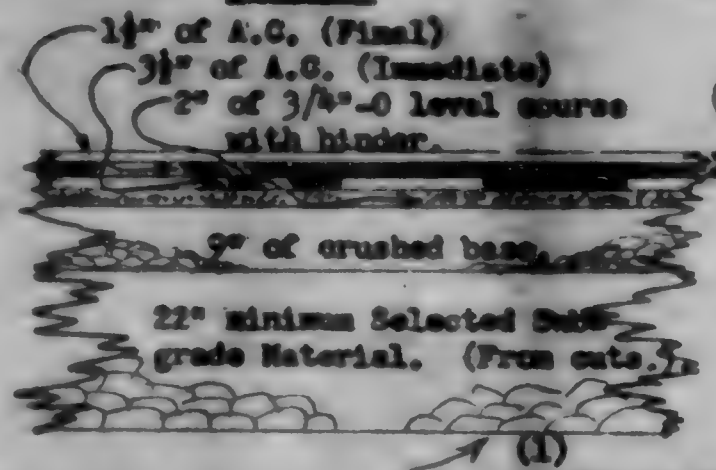
Annual Precipitation 39"± Frost Penetration - - - - - -.

(1)
Typical Soil
42 LL
9 PI
99 %P 10
93 %P200
0 %Gravel
1 %C Sand
6 %F Sand
72 %Silt
21 %Clay
10 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-5 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK


1½" of A.C. (Final)
3½" of A.C. (Immediate)
2" of 3/4"-0 level course with binder.
9" of crushed base.
22" minimum Selected Subgrade Material. (From cuts.)
(1)
Clayey Silt

EXISTING ROADWAY

1½" of A.C. overlay w/an extra allowance for leveling, etc., to be determined by the Field Engineer.

IN PLACE
9" PCC
5" Base
Placed about 1936 or '37

OBE Total Req.	Credit	Actual Thick.	NEW WORK
	3	1½	AC (Final)
	7	3½	AC (Imm. Pvmt.)
	2	2	Level
	9	9	Cr Base
	11	22	SSM (Rock)
32	32	36	

OVER EXISTING ROADWAY
SEE SECTION

NOTED
LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by for Staff Assistant

Recommended by Asst. Engineer of Materials

Recommended by Asst. Construction Engineer

Approved by Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN
OTHER ROADS

Section BURLINGTON - PORTLAND Highway _____ County _____ Prefix _____

Proj. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date _____

Truck A.D.T. SEE BELOW Traffic Coefficient _____ 18 kip s.a. per day _____.

Annual Precipitation _____ Frost Penetration _____.

Typical Soil	TRUCK A.D.T.	WEARING SURFACE	LEVEL	BASE	SELECTED SUBGRADE MATERIAL	CBE Total Req.	Credit	Actual Thick.	
LL	90 - 240	3½" AC	2"	9"	19" minimum	27½		33½	
PI	30 - 90	3" AC	2"	9"	15" "	24½		28	
%P 1C	8 - 30	2" AC	2"	9"	12" "	21		25	
%P2C	1 - 8	1½" AC	2"	7"	12" "	18		22½	
%Gravel	Care Only	1½" AC	2"	4"	8" "	13		15½	
%C Sand									
%F Sand									
%Silt									
%Clay									
"R" Value (Corrected)									

Should an oil mat or gravel surface be used the total thickness requirement would be the depth shown in the Crushed Base Equivalent column. 2" of Selected Subgrade Material is equal to 1" of Crushed Base.

SECTION: BURLINGTON - PORTLAND

HIGHWAY: COLUMBIA RIVER (FA 1)

COUNTY: MULTNOMAH

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 7000 (Total)

B. Future ADT 13300 (Total)

C. Mean ADT 10150 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 10 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 5% x (C) 10150 = 508

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 508 x (H) 100 % = 508

TRAFFIC COEFFICIENT = K (I) $^{0.119}$ ^{9}

where K = 4.664

= 9.8

SECTION: BURLINGTON - PORTLAND

HIGHWAY: COLUMBIA RIVER (FA 1)

COUNTY: MULTNOMAH

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: SEE REMARKS

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: PCC AND AC
7. Stage Construction: PART OF THE DESIGN
8. Depressed, Surface, or Elevated Design: SURFACE
9. Conservation of Aggregates: NOT A CONSIDERATION
10. Stimulation of Competition: NOT A CONSIDERATION
11. Construction Consideration: NO SPECIAL PROBLEMS
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: NOT A CONSIDERATION
13. Traffic Safety: NO UNUSUAL PROBLEMS
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: NOT A PROBLEM

CONCLUSION AND REMARKS:

NO COST COMPARISON MADE AS THIS WILL BE WIDENING OF A PRESENT 2 LANE FACILITY TO 4 LANES. THE EXISTING 2 LANES WILL BE INCORPORATED INTO THE NEW WORK.

THE NEW PROJECT IS GENERALLY CONTROLLED BY EXISTING GRADES AND RIGHT OF WAY. THE MEDIAN WILL VARY FROM 4 FEET TO 20 FEET AND THE NEW CENTERLINE WILL BE CRISSCROSSING THE OLD CENTERLINE.

A.C. PAVEMENT IS MORE DESIRABLE FROM A CONSTRUCTION STANDPOINT FOR THIS TYPE OF WORK.

RECEIVED
JUL 23 1964

COMMISSIONERS:
PERMAN L. MURDOCK, CHAIRMAN, BEAVERTON
EDW. C. HUPPSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

FOR FILING

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

July 20, 1964

State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Gentlemen:

The prints of the following plan title sheets and also the location prospectus submitted to us by letter dated June 30, 1964, have been reviewed:

Oro Dell-LaGrande Section, Old Oregon Trail Highway, Union County.

Biggs-Rufus Section, Columbia River Highway, Sherman County.

East Marquam Interchange Unit, East Bank Freeway Section, Pacific Highway, Multnomah County.

Location prospectus for the Burlington-Portland Urban Limits Section of the Columbia River Highway, Multnomah County.

There is no stream involved in the Oro Dell-LaGrande project and we forsee no fishery conflict in connection with the construction of the remaining projects. Hence, these projects meet with our approval.

Bringing these matters to our attention is appreciated.

Sincerely,

William D. Clothier

WILLIAM D. CLOTHIER, ACTING
STATE FISHERIES DIRECTOR

cc Reino Koski, Oregon Game Commission

Copies to:
Lloyd Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
F. B. Klaboe (2)
A. E. Johnson (2)
Dean Swift (2)
A. F. Parson (2)

RECEIVED
JUL 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

COPY TO
LLOYD P. SHAW

RECEIVED
JUL 16 1964
FOR

Commissioners
Tallant Greenough, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Wayne E. Phillips, Baker

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

F-171(11)

7064

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

July 15, 1964

CONSTRUCTION DIVISION
RECEIVED
JUL 16 1964
NOTED-☐ ☐ ☐ ☐ ☐
CE ACE ACE COS

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plan title sheets and a prospectus for the following projects:

1. Oro Dell-LaGrande Section, Old Oregon Trail Highway, Union County.

2. Biggs-Rufus Section, Columbia River Highway, Sherman County.

3. East Marquam Interchange Unit, East Bank Freeway Section, Pacific Highway, Multnomah County.

4. Burlington-Portland Urban Limits Section, Columbia River Highway, Multnomah County.

There will be no fishery problems in connection with these projects and the plans are approved.

We appreciate receiving the information on this construction.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

cc: L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)
Dean Swift (2)
F. B. Klaboe (4)

ROK:dm

cc: Director, OFC

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JUL 20 1964
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STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
JAN 30 1964
FOR FILING

F-171(11)
.007

January 29, 1964

226

Mr. Hester C. Huber, Clerk
Multnomah School
Multnomah County District No. 38
Route 1, Box 214
Portland 10, Oregon

Re: Burlington-North City Limits
Columbia River Highway
Multnomah County

Dear Mr. Huber:

Enclosed is a sketch map showing our present plan of access for Newberry Road.

It is our intention to provide approximately a 30-foot radius turnback from the north into Newberry Road, which will provide a much better movement than that now existing. Please realize that this plan is preliminary, but without a doubt a plan similar to this will be constructed.

We hope this will allay any fears you may have concerning this proposed facility.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosure

cc Forrest Cooper
R. L. Porter
F. D. Morgan
A. E. Johnson

DNS:jp: ajw

1930·242
$1,000

A. Nordin etux
1688-199 $2,500

PRELIMINARY COPY
SUBJECT TO CHANGE

447+87.98 P.T.

31744

S.47°13'15"E.

31745

450+00

720.000

455+

450

16" P Gas

RW 1672

Top 62
FL 52
M.H.

N 30°36' W

Newberry Rd.

31649

N 35°06' W

"AR" 1+58.65 P.C.

"AR" 1+27.21 P.T.

"AR"
R=40'
Δ=102°
T=49.44

"AR" 3+91.31 P.T.

"AR" 3+17.87 P.C.

"AR" 2+17.75 P.T.

W.F. Miller et al
56 - 371

"L" 450+00 - "L" 456+30 - Constr. Approach Rd. Rt.

"AR"
D=6°30'
Δ=15°30'
T=119.96

PRELIMINARY COPY
SUBJECT TO CHANGE

"AR"
D=30°
Δ=14°
T=23.41'

PLEASE RETURN TO
LLOYD P. SHAW

HOLBROOK SCHOOL

Multnomah County District No. 38

ROUTE 1, BOX 214

PORTLAND 10, OREGON

MA. 1-3461

REFERRED TO
Forrest Cooper
BY SECRETARY

January 21, 1964

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

State of Oregon
Highway Department
Salem, Oregon

Dear Sirs:

I am writing at the request of the Holbrook School Board, School District No. 38, Multnomah County regarding Highway 30 approaches particularly at Newberry Road in our district.

With the highway improvements through Linnton and rumors of an extension of this project through our school district, we are concerned about how the connection of Newberry Road and Highway 30 will be made. Our school bus must go up Newberry Road to pick up our students and turning up the road from the north is difficult now.

We would appreciate any information on this project at your earliest convenience.

Sincerely,
Hester C. Huber
Hester C. Huber, Clerk

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JAN 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 2[illegible] 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 2 - 1963
FOR FILING

F-171 (11)
7009

Salem, Oregon
November 26, 1963

Mr. L. H. Young
Office Engineer
B u i l d i n g

Slope Index
Burlington-West City Limits
Portland Section
Columbia River Highway

Please refer to your letter of September 25 to Mr. Porter.

The attached report on the subject section of highway indicates that 4:1 slope index should not be considered. Please be governed by Mr. Benedict's evaluation of the several areas in question.

Lloyd F. Shaw
Assistant State Highway Engineer

LFS:a:jw

Attachment

cc F. D. Morgan
F. B. Klaboe

FORM E-20 SOH 11-61 40220

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 21, 1963

SUBJECT: Burlington-W. Portland City Limits Sec.
Columbia River Highway
Prefix: 26-1406

To: Mr. Lloyd P. Shaw
Assistant State Highway Engr.
State Highway Building
Salem, Oregon

Persuant to your telephone request of November 8, 1963 to Mr. Klaboe, Mr. Lytle and I made an inspection of the Sauvies Island Bridge to Portland City Limits Section on November 12, 1963 to evaluate proposed cut slopes. A report on this inspection, by stations as indicated in phone call, follows:

Station 403 to 404 on the right:

This is a shallow cut with probably considerable overburden 1½:1 slope is recommended. Extending southerly, the cut from 405 to 410 is rock, but ¼:1 slopes should not be used. Existing slope appears stable and would recommend the same slope be used.

Station 435+50 to 445+00:

This area has a history of numerous rock falls. Slopes should not be steeper than ½:1, with sufficient right of way width to allow for 10 feet of overburden at 1½:1 slope. This is considered a minimum treatment and is to allow for unexpected earth pockets which have been found to exist throughout the area.

Station 449+00 to 456+00:

Rock in this area appears reasonably good and has not had much rock fall trouble. I do not believe anything steeper than ½:1 should be attempted and recommend allowance for 10 feet of overburden as for the section above.

Station 458+00 to 475+00:

Most of this area has old railroad embankment in front of fairly sound rock. Assuming railroad embankment will be

Station 458+00 to 475+00 Continued

removed, ½:1 slopes should be okay in rock. I do not believe steeper than ½:1 slopes should be considered. I recommend the 10 foot allowance for overburden as in the preceding sections. Between stations 465 and 467, it is doubtful if sound rock will be encountered. Probably 1:1 slope might be indicated, with an allowance for overburden. If this takes out the frontage road, a soils investigation should be made to determine necessity of moving the road or building a wall.

General Comments:

In my opinion, none of the rock on this project is ¼:1 material. Slopes set at ½:1 slope should have ample allowance for resloping because of rotten rock or overburden.

Attached are prints of two pictures taken nearly opposite the end of the Sauvies Island Bridge, in an area that was widened a number of years ago. The appearance of the rock adjacent to this slide is as good as any covered by this report.

A. V. Benedict
Assistant Metropolitan Engineer

AVB/cp

Enc.

CC: Mr. Frank D. Morgan
Mr. A. E. Johnson
Mr. R. F. Lytle

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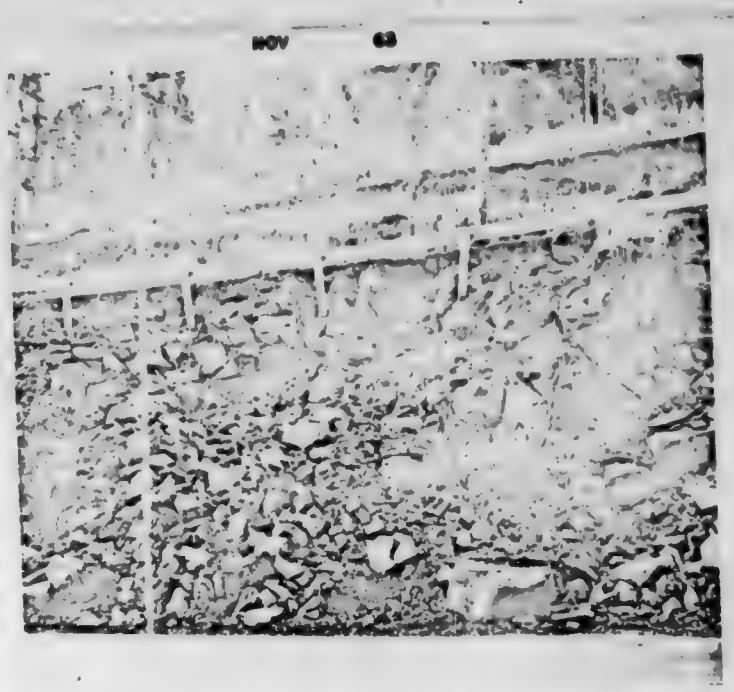
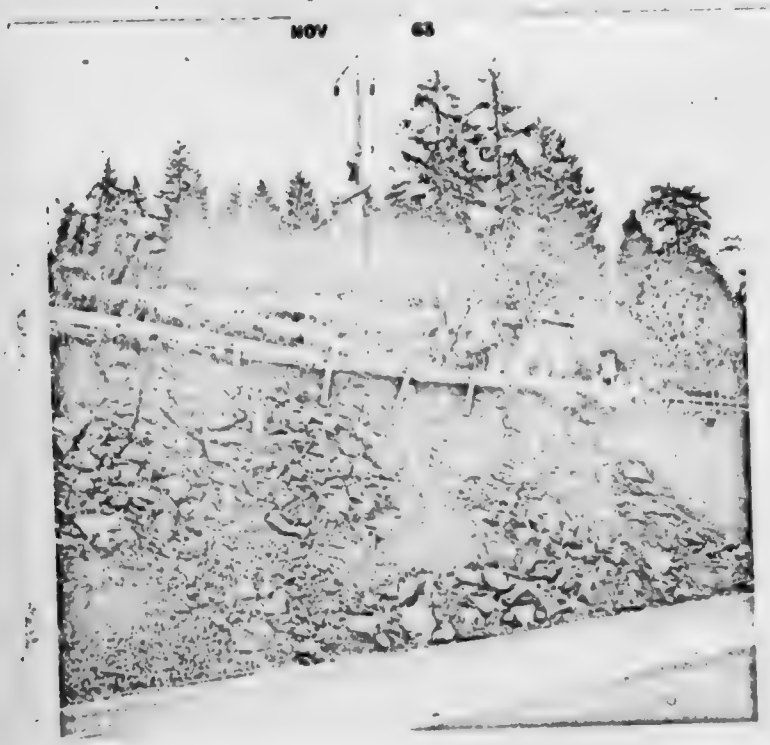
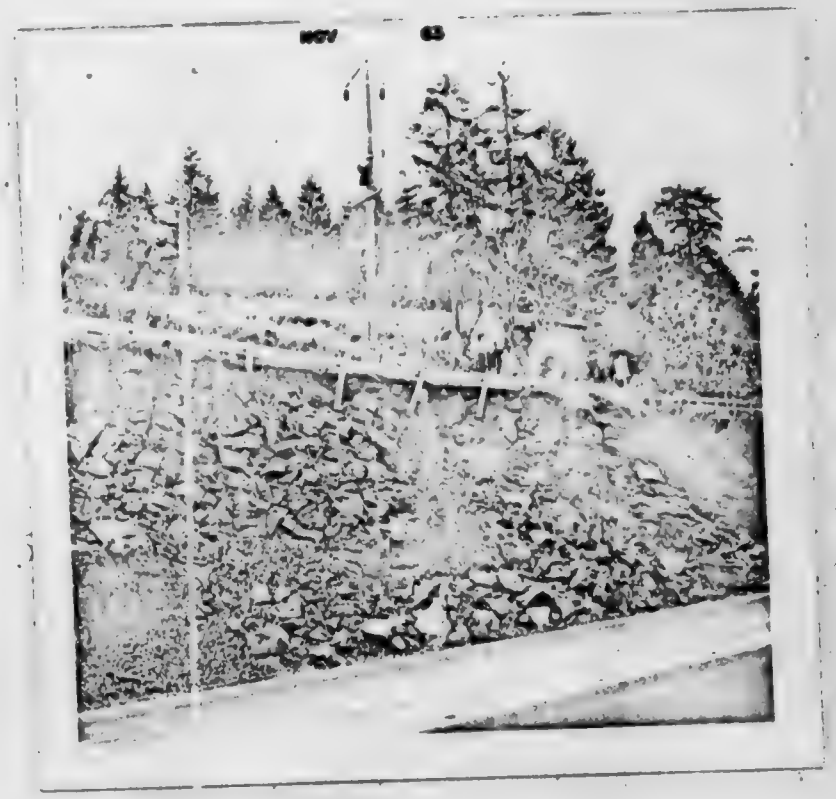
NOV 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOV 63


NOV 63


NOV 63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DEC 2 - 1963
FOR FILING

Salem, Oregon
November 21, 1963

Mr. F. B. Klaboe
Metropolitan Engineer
Portland

Cut Slope Index
West Portland City Limits
Burlington Section
Columbia River Highway

On November 8, I discussed the propriety of using ¼:1 slopes on the subject project between Stations 403 and 404; 435+50 and 445; 449 and 456; 458 and 475; all the foregoing stations being on the right hand of the center line.

Have you been able to check on this design feature? I would appreciate hearing from you as soon as you are able to make any statement.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

FORM E-30 50M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1963

SUBJECT:

To: Mr. R. L. Porter
Deputy State Highway Engineer

REFERRED TO
Shan
BY DEPUTY STATE HIGHWAY ENGINEER
Do you approve?

The Willow Creek - Airport Road Section, Columbia River Highway, has been worked up with cut slopes of ¼:1 with 15' fallout, Station 862+50 to 881+75 Rt. and Lt.

The Burlington - W. Portland City Limits Section, Columbia River Highway, has been worked up with cut slopes of ¼:1 with no fallout, Stations 403 - 404 Rt., 435+50 - 445 Rt., 449 - 456 Rt. and 458 - 475 Rt.

Frank L. Hall
Chief Designer

cc L. H. Young
D. J. Barbee

11-5 called Klabee req. 4 z item – he will check and advise.

– Asked Barbee to thoroughly check this, particularly the Burlington - Portland Sect. Shan 10-1-63

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SEP 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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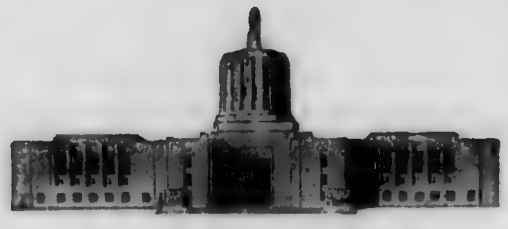
NOV 5 · 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 1, 1963

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97209

ATTENTION: Mr. H. F. Moy

Re: Frontage Road Revision
Burlington-Portland Section
Columbia River Highway
Multnomah County

Gentlemen:

Under separate cover we are sending you two prints of the railroad encroachment map, Sheets No. 1 and 2 (File No. 8B-19-8) of this section of the Columbia River Highway.

We have revised the grade between Stations 47 and 50 and between Stations 70 and 85+50, as shown in red on these drawings. This revision is also shown in red on the typical sections.

This reflects the final plan which will ultimately be constructed. It is intended at this time to construct the portion of this frontage road from Station 25+70 to its connection with the Columbia River Highway, in conjunction with the Burlington-Portland Section which is scheduled for July, 1964, or later.

Please review these plans and advise if they meet with your approval.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

TWL:bjm

cc: R. L. Porter
L. P. Shaw
Frank Hall
A. E. Johnson

RECEIVED
NOV 5 1963
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F 171(11)
Ref

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 1, 1963

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97209

ATTENTION: Mr. H. F. Moy

Re: Frontage Road Revision
Burlington-Portland Section
Columbia River Highway
Multnomah County

Gentlemen:

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Please review these plans and advise if they meet with your approval.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
NOV 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:bjm

cc: R. L. Porter
L. P. Shaw
Frank Hall
A. E. Johnson

NOTED
R. L PORTER

RECEIVED
JAN 14 1963
FOR FILING
F-171(11)

3d-3

January 7, 1963

12-20-62

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on December 20, 1962, adopted a survey concerning improvement of the Burlington-Sauvie Island Bridge Section of the Columbia River Highway. For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting "Survey Resolution No. 265".

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

Att.

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DEC 10 1962
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F-171(11)
7089

Salem, Oregon
December 7, 1962

Mr. W. T. Wright
Right of Way Engineer

OFFICE

Att: Mr. Earl Saling

As of November 8, 1962, we have authorization of the BPR to proceed with the acquisition of right of way on the below-described project.

Prefix 26-2527 — Burlington-West City Limits of Portland Section of the lower Columbia River Highway in Multnomah County. The approximate limits are from Station 277 to Station 473.

You will note that the limits of this right of way project do not coincide with the limits of the approved survey; however, it does tie in with the West City Limits-St. Johns Bridge right of way project that was approved a couple of years ago.

L. H. Young
Office Engineer

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DEC 6 1962
FOR FILING
F-171 (11)
701.1

December 5, 1962

Oregon State Highway Commission

Gentlemen:

The survey has now been completed on the Burlington-Sauvie Island Bridge Section of the Lower Columbia River in Multnomah County. A public hearing is not required.

The section is 2.4 miles in length and will cost an estimated $1,500,000 to construct. You have approved $950,000 of this amount on Program VII and the remaining amount will have to be made up in a future program. While construction of this section cannot be undertaken for some time, it is desirable that the right of way be acquired as soon as possible. It is recommended, therefore, that you approve the survey and authorize the acquisition of necessary rights of way.

The matter will be on the agenda for the December 20 Highway Commission meeting.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

Enclosure

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
W. T. Wright
C. H. Maison

RLP:ajw bbc

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AUG 22 1960
FOR FILING

F-171(11)
7009

8-17-60

NOTED
W. C. WILLIAMS

ADDENDUM "A" TO LOCATION PROSPECTUS
BURLINGTON-PORTLAND URBAN LIMITS SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

The following addendum is submitted to revise the location prospectus concerning the above-mentioned section of the Columbia River Highway.

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Sentence reading "The typical section will be two 22-foot etc." change to read "The typical section will be two 24-foot traveled ways with 10-foot shoulders and a variable median from 4 feet to 12 feet. If excessive or prohibitive costs on 10-foot shoulders are encountered, the shoulders may be reduced to 8 feet."

Paragraph 5: Correct as per original prospectus.

Paragraph 6: Sentence reading "There is an undercrossing of the Southern Pacific Company Railroad which will require widening." change to read "There is an undercrossing of the Spokane, Portland and Seattle Railroad Company which will require widening."

Paragraphs 7 through 9: Correct as per original prospectus.

Attachment: Remove and destroy sketch map attached to original prospectus and replace with the attachment to this addendum.

August 17, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

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AUG 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

WILLAMETTE

RIV

34

PORTLAND

CITY BDY
52+22.5

End Project

Millers Cr.

Ennis Cr.

33

T.2 N.

T.1 N.

28

100

160

Stohr Cr.

Begin Project

S.P.&S. R.R.

200

S.P.&S. R.R.

BURLINGTON

29

VAR.
4' to 12'

10' 24' 24' 10'

TYPICAL SECTION

Cornelius

19

PROSPECTUS MAP

BURLINGTON - PORTLAND URBAN LIMITS

Columbia River Highway
Multnomah County

Scale, 1" = 2000'

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FOR FILING
F-171(11)
7009

NOTE:
W. C. WILLIAMS

LOCATION PROSPECTUS
BURLINGTON-PORTLAND URBAN LIMITS SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Columbia River Highway, which is a State Primary facility on the Federal Aid Primary System. The westerly terminus is at Burlington Drive, M.P. 12.59. The easterly terminus is at the west urban limits of Portland, M.P. 9.67. The overall length of the project is 2.92 miles.

This will be a location survey to prepare plans, specifications, and estimates for widening, grading and paving on existing alignment. The city of Portland is at the easterly terminus of the project.

Reconnaissance is not necessary. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing (1958) ADT is 5,500 and the projected (1978) ADT is 11,000. Maximum grade and curvature will be 5 per cent and 5 degrees respectively. Traffic warrants a four-lane divided highway. The typical section will be two 22-foot traveled ways with 10-foot shoulders and a 12-foot median. Deviations from State and Federal standards are not anticipated.

The rise and fall and the central angle are 290 feet and 140 degrees respectively.

This will be an expressway with access limited to designated roadways and connections. There are no interchanges or major stream crossings. There is an undercrossing of the Southern Pacific Company Railroad which will require widening.

The tentative base design by G. L. Decker is:

Paving, Base and Wear	3½"	Asphaltic Concrete
Top Course Base	2 "	3/4"-0 Crushed Material
Bottom Course Base	18½"	Coarse Crushed Material
Total Depth	24"	

Materials are available from local commercial and State-controlled sources.

Agreements with the county will not be necessary.

There are no State parks or roadside rest areas affected by this project.

July 26, 1960

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

RECEIVED
AUG 2 1960
OFFICE OF
STATE HIGHWAY ENGINEER

WILLAMETTE

RIV

34

PORTLAND

CITY BDY
52+22.5

End Project

Millers Cr.

Ennis Cr.

Stohr Cr.

33

T.2N.

T.1N.

28

100

150

20

200

Begin Project

BURLINGTON

29

10' 22' 12' 22' 10'

TYPICAL SECTION

Cornelius-Pt

19

1

PROSPECTUS MAP

BURLINGTON - PORTLAND URBAN LIMITS

Columbia River Highway
Multnomah County
Scale, 1"=2000'

F-59(3) Holmes Gap-Baskett Slough 1967
#7010 Sec., Pac. Hwy. W. (Grad., pav.)

C & A 3282

C & A 3338

K/W 28918

RR 648

RECEIVED
DEC 13 1968
FOR FILING
F-59(3)
7010

December 13, 1968

Federal Insurance Company
417 Norton Building
Seattle, Washington 98104

Gentlemen:

A second post-final payment for $932.72 will be made to Salem Road and Driveway Company, Fred C. Voigt, and George A. Lindahl on Contract No. 7010 for grading and paving the Holmes Gap-Bunkett Slough Section of the Pacific Highway West in Polk County as soon as the warrant is prepared.

The total amount paid on this contract will be $702,965.00 including the post-final payment. Of the total $5,867.40 is for force account work.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Salem Road and Driveway Company
Fred C. Voigt and George A. Lindahl
P. O. Box 603
Salem, Oregon 97308

Victor A. Risley Company
Board of Trade Building
Portland, Oregon 97204

R. D. Asburry
C. H. Maison
Attn: John Herr

RECEIVED
NOV 25 1968

F-59(3)
7010

November 25, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

A post-final payment for $7,950.00 will be made to Salem Road & Driveway Company, Fred C. Voigt and George A. Lindahl on Contract No. 7010 for grading and paving the Holmes Gap-Bashett Slough Section of the Pacific Highway West in Polk County, as soon as the warrant is prepared.

The total amount paid on this contract will be $702,032.28, including the post-final payment. Of the total, $5,857.40 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CR

cc: Salem Road & Driveway Company
Fred C. Voigt and George A. Lindahl
P. O. Box 603
Salem, Oregon 97308

Victor S. Risley Company
Board of Trade Building
Portland, Oregon 97204

Mr. R. D. Asburry
Mr. C. H. Maison
Attn: Mr. John Herr

RECEIVED
DEC 1 - 1968
FOR FILING

F-59(3)
7010

3-b

November 13, 1968

Salem Road and Driveway Company
Fred C. Voigt and
George A. Lindahl
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

The State Highway Commission at its meeting on November 12 considered your request for an extension of time on Contract No. 7010 on the Holmes Gap-Baskett Slough Section of the Pacific Highway West in Polk County.

After careful consideration, the Commission granted you an extension to August 7, 1968, ~~for~~ the date of completion.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. D. Asburry
E. J. Hall
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. H. Maison
Bureau of Public Roads

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: October 4, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-59(3)
Holmes Gap - Baskett Slough Section
Pacific West Highway
Time Extension

Reference is made to Mr. Klaboe's letter of September 27, 1968 requesting our concurrence in a time extension totaling 26 calendar days. The 26 calendar days represent three stop-work periods which were issued during the life of the contract.

This letter will establish our concurrence in the 26 calendar days requested. This will establish a new specified completion date of July 11, 1968.

Morgan
Bond 10-9-68
Mason
Young

RECEIVED
OCT 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
September 27, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97310

Re: Request for Time Extension
Holmes Gap-Baskett Slough Section
Pacific West Highway
Project No. F-59(3)

Dear Mr. Simpson:

We have received from Salem Road and Driveway Company, contractor on this project, a request for an extension of the specified completion date to August 15, 1968. The contractor's request is based on a delay in constructing a railroad crossing.

The contract was established with dual specified completion dates. The first phase work called for completion to the base course of A.C. on sections of the existing highway disturbed by construction and the specified completion date of October 15, 1967 was met. The second or final completion date was June 15, 1968 and covered all remaining work.

Three stop work orders were in effect during this contract. The first was from September 2 to September 4, 1967, the second was from May 30 through June 2, 1968 and the third was from July 19 through August 6, 1968. The first two were necessary to protect traffic during holiday weekends. The third stop work period was required because of excessive moisture in the roadside ditches which prevented completion of a minor amount of finishing and clean up work. An extension for these three stop work periods totalling 26 calendar days is justified.

We request your concurrence in an extension of time for the ordered stop work periods.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

bc: ✓Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
R. D. Asburry

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 24, 1968

SUBJECT: Extension of Time
Holmes Gap-Baskett Slough Section
Pacific West Highway
Contract No. 7010

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

We have received from Salem Road and Driveway Company, contractor on the subject contract, the attached request for an extension to August 14, 1968. The contractor's request is based on delay in constructing a railroad crossing. This was a grade crossing at a new location and constructed by Southern Pacific Company.

This project had two completion dates: October 15, 1967 for completion to base course of A. C. on any section s of the existing highway disturbed by construction work, and June 15, 1968 for the entire project. The contractor completed all the work as required under the first completion date.

Work started on the project on May 29, 1967. The construction of the Southern Pacific Railroad crossing was delayed until the agreement between the Highway Department and the Railroad was secured. The contractor attempted to get a crossing permit from the Railroad in the latter part of June, but the Railroad denied this request due to the lack of an agreement. The plans called for the largest cut on the project, some 71,000 cubic yards, to move across the railroad. The contractor, therefore, modified his haul pattern and utilized the existing highway crossing to do most of this. The available grading in this area was completed by September 1, 1967, but the contractor was directed to leave the existing highway undisturbed until the new railroad crossing was constructed on the new alignment. The contractor performed all work available to him in this area, including base rock and base lift A.C., by October 9. At that time, the total grading was 98 per cent completed. On November 8, the railroad crossing and signals were completed and the contractor was then able to continue with the roadway work in the crossing area. An extension for the 30 days from October 9 through November 8 is justified.

There were three stop work periods during the life of this contract. The first one was from September 2 to September 4, 1967 to protect traffic during the Labor Day weekend. The second was from May 30 through June 2, 1968 to protect traffic during the Memorial Day weekend, and the third, from July 19 through August 6, was necessary because of excessive moisture in the roadside ditches which precluded completion of a minor amount of finishing and clean up. These three stop work periods justify an extension of 26 calendar days.

The contract was completed on August 7, 1968. This is 53 days beyond the specified completion date of June 15, 1968. Liquidated damages will be deducted in the amount of $4,050 for only the 27 days exclusive of the ordered stop work time. For the reasons listed above, we recommend that the specified completion date be extended to August 7, 1968 which will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension are equitable, but can only recommend concurrence in the extension based on the stop work periods. The Bureau's second PS&E letter dated April 25, 1967 indicated that extremely unusual conditions would have to prevail in order for them to concur in time extensions based on delays caused by a lack of railroad agreement.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By
John A. Bond
Staff Assistant

JAB/DES:fw
Enc.
cc L. H. Young

RECEIVED
SEP 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 30 1968

FOR FILE
E-57(3)
7111

October 30, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 7010 awarded to Salem Road and Driveway Company, Fred C. Voigt, and George A. Lindahl for grading and paving the Salmon Gap-Hazlett Slough Section of the Pacific Highway West in Polk County was completed on August 7, 1968, and accepted by the Highway Commission on October 28, 1968.

Final payment in the amount of $34,056.33 will be released to the contractor after November 7, 1968. The total contract amount is $694,082.28 including $5,867.40 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Salem Road and Driveway Co.
Fred C. Voigt and
George A. Lindahl
P. O. Box 603
Salem, Oregon 97308

L. H. Young
C. H. Maison
Attn: John Herr

Victor S. Risley Company
Board of Trade Building
Portland, Oregon

RECEIVED
OCT 30 1968
FOR FILE
E-59(3)
7010

October 28, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed August 7, 1968, on Contract No. 7010. The contract was with Salem Road and Driveway Company and was for grading and paving on the Holmes Gap-Haskett Slough Section of the Pacific West Highway in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 28, 1968, and that you concur in this procedure at the Commission meeting on November 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

srb fn

RECEIVED
OCT 11 1968
FOR FILING
F-59(3)
7010

October 10, 1968

Oregon State Highway Commission

Request for Time Extension
No. 1
November 12, 1968 meeting

Gentlemen:

Salem Road and Driveway Company, contractor on the Helnes Gap-Bashett Slough Section of the Pacific West Highway in Polk County, Contract No. 7010, requests an extension to August 15, 1968. The contractor's request is based on delays in constructing a new railroad grade crossing.

This contract was established with two completion dates. The first phase called for completion by October 13, 1967, for all work under traffic up to the base course asphaltic concrete. This completion date was met. The second completion date called for all work to be done by June 15, 1968.

Construction of a new railroad grade crossing by the Southern Pacific Company was delayed by negotiations for the agreement between the Highway Department and the Railroad. The contractor completed all available work up to the crossing area and encountered a 30-day delay until the new crossing was available to permit completion of grading.

Three step work orders, amounting to 26 days, were in effect during the life of this contract covering two holiday weekends and a period at the end of the project time when the contractor could not perform minor finishing and cleanup work because of excess moisture in the roadside ditches.

The entire project was completed on August 7, 1968, or 53 days after the specified completion date. The Railroad

delay and the ordered step work time more than justify an extension to August 7, 1968, and I recommend that this extension be granted. This will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

JAB/DES:fw lms

bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
R. D. Asburry

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7010 Contractor Salem Road and Driveway Company

Highway Pacific West

Section Holmes Gap-Baskett Slough

Kind of Work Grading and Paving

It is recommended that such extension be granted as requested under the following terms and conditions:

Delay in obtaining a railroad agreement and stop work periods justify an extension to August 7, 1968.

Recommended for Approval:

R. D. Asburry
Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 7010

Project designation F-59(3)
State—Federal

Date awarded May 19, 1967

Work started May 29, 1967

Per cent completed 100% - August 7, 1968
Date

Specified completion date June 15, 1968

Previously extended to - - -

Extension requested to August 7, 1968

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date October 3, 1967

Gentlemen:

We, the undersigned, respectfully request an extension of 60 days time, from June 15, 1968, to August 15, 1968, within which to complete our Contract No. 7010, described as follows: Polk County, Pacific West Highway, Holmes Gap-Baskett Slough Section, Grading and Paving

The above request is based upon the following reasons:

Unreasonable delays by Southern Pacific Company to construct with signals type 2 railroad crossing at station 454 + 63 according to the plans.

Respectfully submitted,

Salem Road & Driveway Co.
Contractor

By Fred C Voigt
Fred C. Voigt, President

CONSENT OF SURETY

Date October 4, 1967

We, FEDERAL INSURANCE COMPANY

....., as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

FEDERAL INSURANCE COMPANY

BY: Victor S. Risley
Victor S. Risley Attorney-in-fact

Countersigned: VICTOR S. RISLEY CO.

BY: Victor S. Risley
Resident Agent

(SEAL)

State Printing 87499

F-59(3)

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: HOLMES GAP-BASKETT SLOUGH		WEEK ENDING: August 30, 1968
		SECTION PREFIX: 27-1075
HIGHWAY: Pacific West		COUNTY: Polk
NAME OF JOB: Holmes Gap - Baskett Slough	KIND OF WORK: Grading and Paving	
CONTRACTOR: Salem Road & Driveway Co.	CONTRACT NUMBER: 7010	FEDERAL AID PROJECT NUMBER: F-59(3)
DATE OF CONTRACT: May 19, 1967	DATE WORK STARTED: May 29, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 827,816.64	SPECIFIED COMPLETION DATE: June 15, 1968	PERCENT OF TIME ELAPSED: 109
EXCLUSIVE OF ENGINEERING: $ 768,949.68	ENGINEERING AUTHORIZATION $ 58,866.96	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 720,000.00	ENGINEERING COST TO DATE $ 79,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED PERCENT: [redacted] UNDERRUN Incl. Engr. @ 3.4 %	PERCENT OF AUTHORIZATION 134 %	DATE PROJECT WAS COMPLETED: August 7, 1968

Cost this week 500.00

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT			4.04	4.04			4.04	
MILES PARTIALLY COMPLETED								
MILES COMPLETED			4.04	4.04			4.04	
TOTAL ESTIMATED QUANTITIES (CONTRACT)			249,000 CY	165,500 T			24,400 T	
TOTAL QUANTITIES CORRECTED TO DATE			241,150 CY	149,540 T			24,989 T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE								
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	432+90	458+84	571+11					
PERCENT	100	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swen
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 3 1968
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate turned into Division Office on Aug. 27, 1968.

F I N A L R E P O R T

SIGNED E. J. Hall LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

F 59(3) R

FORM E-1252 10M 6-67

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
AUG 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

F-59(3)
1010

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 13, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 7010
Prefix 27-1075
FAP F59(3)

Dear Sir:

All work under Contract No. 7010, Holmes Gap - Baskett Slough Section of the Pacific West Highway in Polk County, was completed on August 7, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date August 16, 1968

Conditions noted on above date:

No Conditions.

R. E. Simpson
for Division Engineer

VG:jg
cc: Forrest Cooper
L. H. Young

RECEIVED
AUG 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 21 1968
FOR FILING

F-59(3)

1010

Salem, Oregon
May 9, 1968

N/U
458-28918

Holmes Gap-Baskett Slough Section
Pacific Highway West
Polk County

45

Mr. Earl Saling
Office Right of Way Manager

BUILDING

4-23-68

Attached for recording are the original and a conformed copy of an agreement with Bonneville Power Administration covering crossing the above-mentioned property.

We have retained a conformed copy of this agreement until you return the original to us.

Floyd Quary, Secretary

fhn
Attachments

cc Mr. John F. Hagemann (conformed agreement)
Mr. F. W. Litchfield (conformed agreement)
Mr. R. D. Asberry (2 conformed agreements)
Mr. Jack Sollis

RECEIVED
APR 18 1968
FOR FILING
F-59(3)
1010

April 17, 1968

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 23 meeting will be an agreement between the Oregon State Highway Commission and Bonneville Power Administration covering the crossing of the Holmes Gap-Baskett Slough Section of the Pacific Highway West in Polk County over Bonneville Power Administration's Salem-Tillamook transmission line easement.

This agreement further provides for access from the highway to Bonneville Power Administration's transmission line easement on the west to be constructed by the State's contractor as part of our project at an estimated cost of $150.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Quary
F. B. Klaboe
Victor D. Wolfe
G. E. Rohde
L. H. Young
C. H. Maison
T. W. Litchfield
R. D. Asburry

JMC:ss jes

RECEIVED
FEB 26 ...
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
F-59(3)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 26, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Access to Power Line Easement
Bonneville Power Administration
Holmes Gap-Baskett Slough Sec.
Pacific Highway West
Polk County
Project No. F-59 (3)

Dear Sir:

Herewith you will find the following data pertaining to this project:

(1) Two copies of a proposed crossing agreement between the State and Bonneville Power Administration which provides for the crossing of the Holmes Gap-Baskett Slough Section of Pacific Highway West over BPA's Salem-Tillamook transmission line easement.

(2) Two copies of Sheet 6 of the construction plans for the subject project, attached to the agreement as Exhibit "A", which shows BPA's easement area crossed.

(3) Two copies of Mr. Fred W. Sugnet's certification as to BPA's rights in the land they occupy with copy of easement attached.

In consideration for BPA relinquishing the right to erect or construct any electric power transmission line supporting structures on the portion of their easement within the highway right of way and their abutters right of access on the easterly side of the highway right of way, the State proposes to construct a 16-foot approach from the old highway shoulder to their easement at Highway Station 539+75 right. The proposed access is shown on Exhibit "A" of the attached agreement.

Your approval of the proposed crossing agreement and access and authorization to proceed with the construction of said access approach is requested.

JMC:ss

cc: F. B. Klaboe
Jack L. Sollis
Earl Saling
R. D. Asburry
E. J. Hall
F. W. Sugnet
Enclosures

RECEIVED
FEB 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
BY: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
DEC 28 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

F-593
7010

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 27, 1967

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

RE: Access to Power Line Easement
Holmes Gap-Baskett Slough Section
Pacific Highway West
Polk County (R/W File 40458)
YOUR FILE: Tract No. S-GR-39

Gentlemen:

Reference is made to your letter of August 15, 1967 in which you requested our reconsideration of the access as proposed in your letter of July 14, 1967.

In consideration for the relinquishment of your rights to erect a single or multi-pole structure and necessary appurtenances on the portion of your easement now inside our highway right of way, the State will agree to provide, but not maintain, an access on the westerly side of the highway. The access will be from the relocated highway between Station 536 and 537 southerly along the old highway shoulder, to an approach at Station 539+75 (see attached sketch). A culvert pipe will be installed in the highway ditch and a 16-foot approach constructed from the old shoulder to the westerly right of way line at Station 539+75.

Eight copies each of Sheet 6 of the construction plans for the subject project are enclosed for your use in preparing the crossing agreement. Upon completion of the agreement, forward it to this office for review and further processing.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:fw
Enc.
bc: F. B. Klaboe
J. L. Sollis
Earl Saling
R. D. Asburry
F. W. Sugnet

NOTED
F. B. KLABOE

RECEIVED
DEC 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 - 1967

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

F-59(3)

TO : Mr. Forrest Cooper, State Highway Engineer
7010 Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: November 28, 1967

In reply refer to: 08-35.5/439

G R Brooks, original to Fed. Aid Audits

SUBJECT: Oregon Inspection-in-Depth
Quality and Cost Control

With our memorandum of November 22, 1967 on the above subject we did not furnish you with a copy of the report, which is attached.

We call your attention to the comments on Page 13 (7013) covering the commendable procedures followed on Project F-59(3), Holmes Gap - Baskett Slough, for the controls for asphalt in asphaltic concrete mix and on Page 17 on Project I-80N-5(27), Stanfield Junction - Pendleton, covering the controls for watering quantities. (7017)

We would appreciate your advising us whether or not you will adopt similar procedures on a Statewide basis on applicable projects.

Enclosure
Copy of Report

Mig - Mingo Rd
copies to your
Auditors

11-30-67

NOTED
F. B. KLABOE

RECEIVED
NOV 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

AUDIT OF QUALITY AND COST CONTROL
DISTRICT-BY-DISTRICT -- PHASE 24
COLLEGE STATION DISTRICT

SECTION 1
SUMMARY OF RESULTS BY FUNCTIONAL AREA

1. INSPECTION AND RECORD CONTROLS

a. Base Materials

The controls for the inspection and recording of base materials were reviewed at six projects located in four divisions. On the projects reviewed, the base material placed was being measured by weight. The determination of weight is covered under Scalehouse Operations, paragraph 2 of this section.

State Highway Department checkers and/or inspectors were present at the point of placing. The checker or inspector prepared a Material Receipt, form M-10, for each load placed showing the type of material, station placed, truck number and driver's name. The quantity was recorded on the Material Receipt from data on the Weigh Memo, form M-82, which the checker or inspector received from the driver of the next truck. The Material Receipts were dated and signed by the checker or inspector. The checker or inspector maintained a cumulative daily total of the material placed, which was checked with the weighman's totals every 10 loads. At the end of the shift the checker's records were reconciled with the weighman's records. After this reconciliation, the original copies of the Material Receipts were turned over to the contractor. These procedures were in accordance with Article 4.7.3 of the Construction Division Manual of Instructions (Technical Bulletin No. 19) and the printed instructions on the cover of the Material Receipt books.

b. Surfacing Materials

The controls for the inspection and recording of surfacing materials were reviewed at six projects located in five divisions. The procedures at the asphalt hot mix plant were reviewed on one project.

On five of the projects, the surfacing materials were measured by weight of the asphalt mix placed. The determination of weight is covered under Scalehouse Operations, paragraph 2 of this section. The procedures for inspection and record controls were the same as previously described in paragraph 1a, and were in accordance with Article 4.7.3 of the Construction Division Manual of Instructions (Technical Bulletin No. 19) and the printed instructions on the cover of the Material Receipt books.

b. Bituminous Materials (continued)

On this audit project, they were placing Asphalt Macadam. This material was measured by weight for the liquid asphalt placed, and by cubic yard (truck measure) for the aggregates in the prime coat. The inspector had prepared computation notes to support the cubic yard capacity of each truck hauling aggregate, and these will be submitted with the final records. The inspection and record controls for the aggregate were the same as previously described under Base Materials, paragraph 1a. The "Asphalt in Asphalt Macadam" was delivered to the project in the supplier's tank truck. It was loaded into a distribution tank truck for placement on the roadway. A State inspector was present at the distribution point. A State checker rode with the distribution truck and prepared Record of Oil Spread, form T-9, for each spread. The checker read the distribution truck meters before and after each spread to determine the gallons placed. He recorded on the Record of Oil Spread the gallons placed, location placed, bid item, temperature, date, and his signature. The actual payment for asphalt will be based on the supplier's invoices to the contractor which show the net tonnage delivered. The Record of Oil Spread tickets will be used by the Resident Engineer to support the quantities on these invoices. Through use of engineering conversion tables, the gallons placed can be converted to tons. If there is a substantial variance, an adjustment of the invoice quantity would be necessary. The Resident Engineer stated that the Record of Oil Spread tickets would be submitted with the final records. The procedures for asphalt macadam provided good control of the quantities placed, and are in conformity with the State's instructions to field personnel dated September 20, 1966 and June 13, 1967.

The State inspector at the asphalt plant prepared a daily notebook entry for each day's operation showing the beginning and ending sticking measurements of the asphalt tank, and quantities added during the day. Computations in the notebook showed the conversion of the gallons used to tons which is the pay quantity. Based on these computations, a Material Receipt, form T-10, was prepared for the Asphalt Cement in Mix for each day's run. These Material Receipts will be the basis of payment. The State has issued no specific instructions for documenting asphalt in mix. Recent memorandums by the State to field personnel dated September 20, 1966 and June 13, 1967 instruct the Resident Engineers to maintain some type of record to document that asphalt delivered to the plant was, in fact, incorporated into the project. The procedures observed provided good control of the asphalt quantities and complied with the State's memorandums of instruction. Additional comments are included in Section 2 of this report under Project F-59(3).

c. Excavation and Other Items Involving Plan Quantities

Controls for the inspection and recording of structure items based on plan quantities were reviewed at three projects located in two divisions.

The books for the progress payments for lump sum structure items were a matter of record and provided good control. Due to the wide variance in types of lump sum items, the State has issued no specific instructions regarding documentation format. However, a memorandum to field personnel dated September 20, 1966 advised that appropriate data must be on file to substantiate payment for all lump sum items on the estimates.

Observation of pile driving operations and completed pile driving records disclosed that they provided good control and supported the actual quantity of piling incorporated into the project, the number of piles driven, and the number of splices required. Articles 403-5.1 and 403-5.6 of the State's Standard Specifications specify that the State will pay the contractor for piling delivered to the project in accordance with the engineer's itemized list, even though they are not incorporated into the project. However, Article 403-3.9 of the Bridge Division Construction Manual establishes procedures whereby the Federal-aid project will be credited for full length piles and certain pile cut-offs not incorporated into the project. The pile driving records which we observed on the projects provided adequate documentation to support the amounts to be credited for excess piling not incorporated into the project.

d. Earthwork

The inspection and record controls for earthwork items were reviewed on six projects located in three divisions.

Cross section notes were compiled by the survey crews from which excavation volumes are computed. In most cases, the notes are submitted to the Headquarters office where the volumes are computed by the Data Processing Division. Where there has not yet been time for the notes to have been submitted to Headquarters for computations or where the amount does not warrant, the volumes are hand computed. Normally the notes are plotted on cross section paper to arrive at the quantities to be paid on progress estimates. The latter computations are made by using a planimeter. Cross section notes were properly validated. The pay quantities for payments on progress estimates were adequately documented. The record controls for earthwork were in accordance with Article 4.5.7 of the Construction Division Manual of Instructions.

e. Watering

Inspection and record control procedures for watering were reviewed on two projects located in the same division.

When payment was made for water applied by truck, the time of loading method of measurement was employed. Sprinkling Tally Sheets, Form B-427, were prepared by the truck driver showing the time, quantity, and location placed. Spot checks were made by the inspector to assure that the contractor was placing the water as shown on the tally sheets. At the end of a shift the inspector reviewed the Sprinkling Tally Sheets, and prepared a Material Receipt, Form B-10, for each water truck. Where water was placed at locations which were the contractor's responsibility, the inspector noted this on the tally sheet and the quantity was omitted from the Material Receipt. The Sprinkling Tally Sheets and the Material Receipts reviewed were completely prepared and validated.

Computations were on file in the Resident Engineer's office to support the capacities of each truck placing water on the project. On the two projects reviewed, these capacities were computed by weighing the trucks to determine the net weight of the water. This net weight was then converted to gallons to determine the pay quantity capacity of each truck. These notes were signed and dated by the person preparing them.

These procedures were in accordance with Article 4.7.2 of the Construction Division Manual of Instructions (Technical Bulletin No. 19).

Additional comments on watering procedures are included in Section B of this report, Project I-80N-5(27).

f. Items Measured in Place or Lineal Measurements

The record controls for the placement of pipe were reviewed at three projects located in three divisions.

Quantities of pipe placed were recorded on Culvert Data Sheets, form B-247, which were prepared for each location where pipe was placed. These notes were originated by the survey crew who placed the stakes for the pipe location. The location, size and type of pipe, the proposed length of pipe, the date of staking, and the crew members' names were shown on the form. When the pipe was actually installed, the State inspector noted in the margin of the Culvert Data Sheet the date of installation and signed his name. If the remeasure quantity differed from the staked quantity, he noted the pay quantity on the notes.

2. Items Included in Place of Final Measurement (continued)

These procedures were in accordance with Articles 4.1.2 and 4.5.2 of the Construction Division Manual of Instructions (Technical Bulletin No. 12). The Culvert Data Sheet, Form B-247, do not provide space for the validation by the inspector at the time of installation of the pipe. Article 4.1.2 of the Construction Division Manual was revised on April 1, 1966 to provide for this validation. At the projects reviewed, this data was provided in supplied manner. In order to facilitate the record keeping and to insure that the installation data is always provided, it is recommended that the State revise the Culvert Data Sheet to include space for validation at the time of installation.

3. Lump Sum or "Each" Item

The record controls for lump sum or each items were reviewed at seven projects located in four divisions.

The State's written procedures and instructions do not provide for any specific format for documenting the progress amounts to be paid on lump sum items. By memorandum dated September 20, 1966, the State advised field personnel that computations or other suitable data must be on file to substantiate payments for all lump sum items on the estimates. Our review disclosed that the progress payments for lump sum items were adequately documented in accordance with the State's memorandum of instructions.

4. Items Measured by Area

Record controls for this function were reviewed on one project.

The items were for seeding and mulching paid on an acreage basis. The quantities were computed by actual field measure. The field measure notes and computations showed the locations involved and the areas of completed work. The notes were signed and dated by the inspector. These procedures provided adequate control and supported the amount paid to the contractor.

5. Extra Work Orders (Force Account)

Inspection and record controls applicable to extra work orders were reviewed at seven projects located in four divisions.

On three of these projects, we participated in the Statewide inspection-in-depth of extra work order and price agreement procedures (phase 19). Detailed reports of the extra work order procedures on these projects were previously reported in Reports 35-67-HED(19)12 (Audit Report 68-835-5), 35-67-HED(19)14 (Audit Report 68-835-9), and 35-67-HED(19)16 (Audit Report 68-835-12).

4. Utility Work Orders (Three Accepted) (Continued)

Our review of the remaining four projects disclosed that the inspection and record controls were the same as reported in the three previously mentioned reports. The inspection and record controls were in accordance with Article 4.9.3 of the Construction Division Manual of Instructions (Technical Bulletin No. 19) and Articles 9-8 and 9-9 of the Standard Specifications.

2. WEIGH OPERATIONS

The scale operations were reviewed at six projects located in five divisions.

The scales were being operated by State weighmen. The weighmen prepared Weigh Memo, Form B-82, for each truckload weighed, showing the truck number, date, gross weight, tare weight, net weight, time of weighing, and the weighman's signature. In those cases where double beam scales were used, it was not necessary to record the gross weight, as the net weight was recorded directly from the scales. The type of scales in use was recorded on the inside cover of the Weigh Memo books. The weighmen gave the original Weigh Memo to the driver of the next truck who took it to the checker at the dumping point.

The weighmen maintained cumulative totals of the quantities weighed. Generally, this total was sent to the checker every ten loads for reconciliation with the checkers cumulative totals.

All scales in use had the seal of the Oregon State Department of Agriculture which showed that they had recently been inspected and approved. The weighmen periodically calibrated the scales to determine that they balanced at zero with no load. This test was made in the presence of the auditors on five projects. All balanced at zero and required no adjustment. Scales platforms were kept reasonably clean of rocks, etc. Tare weights of trucks were checked twice daily at the beginning of the shift and after lunch.

These procedures were in accordance with the printed instructions on the inside cover of the Weigh Memo books and Article 4.7.3 of the Construction Division Manual of Instructions (Technical Bulletin No. 19).

3. ENGINEERING COSTS

The record controls for engineering costs were observed at ten projects located in five divisions.

Labor and equipment hours worked were recorded by crew chiefs and supervisory personnel. This data was recorded on time books or copies of the Time Reports and Equipment Rental Reports. This data is summarized for the month and submitted to the headquarters office on Time Reports, form A-245, and Equipment Rental Reports, form A-85.

Engineering supplies were generally ordered from the State storeroom by Store Room Order and Invoice, form A-327. Field Purchase Orders, form 39-PO-7, were used for emergency purchases and items not available

(more)

from the headquarters storeroom. The documents were coded with the prefix for the project for which purchased. All purchases were approved and authorized by the resident engineer.

These procedures were in accordance with Sections 5.7 and 7.1 of the Construction Division Manual of Instructions (Technical Bulletin No. 19).

4. OTHER

a. Subcontracting

All subcontractors working on the project must be approved by the headquarters office. Subcontractors observed working on the projects had been properly approved. The subcontracted amounts were correctly computed, and these amounts did not exceed the 50% limitation. These procedures were in accordance with Article 4.10.16 of the Construction Division Manual of Instructions. (Technical Bulletin No. 19).

b. Manuals and Guide Materials

Manuals and guide materials available at the resident engineer's offices indicated that they were informed of Oregon Highway Department procedures and current changes, and that communications between the field offices, the division offices, and the headquarters office were good.

c. Supervision

Conversations with the resident engineers disclosed that division office personnel visit the resident engineer's offices on an average of every week or two during the construction season. Headquarters personnel visit the office at least once a month. On five of the projects reviewed, division office personnel were at the project during the time of our review. All resident engineers can contact supervisory personnel by telephone when urgent problems arise. In our opinion, supervision was adequate.

d. Stockpiled and Salvaged Material

Payments made to the contractor for material on hand but not yet incorporated into the project were supported by Field Inspection Reports, Form R-469. The unit price was supported by copies of the contractors invoices which were on file at the resident engineers' offices. These procedures were in accordance with Article 4.10.6 of the Construction Division Manual of Instructions (Technical Bulletin No. 19) and Article 9-11 of the Standard Specifications. Additional comments regarding payment for materials on hand are included in Section B of this report, Project F-240(3).

(more)

SYSTEM OF MATERIALS AND WORK CONTROL
INSPECTION-IN-DEPTH - PHASE 2
OREGON HIGHWAY DEPARTMENT

SECTION 2
SUMMARY OF PROJECTS DETAILED BY DIVISION AND PROJECT

1. PORTLAND DIVISION - MULTNOMAH COUNTY

a. Project I-405-3(12), NW. Johnson - W. Montgomery

This project was reviewed on September 30, 1967. The following functions, operations and procedures were reviewed on this project:

Base Materials
Surfacing Materials
Earthwork
Items Measured In Place or Linear Measurement
Lump Sum Items
Extra Work Orders
Basis Computations
Engineering Costs

Our review disclosed that the controls for these functions and operations were in accordance with the Statewide procedures described in section A of this report. The review disclosed no significant deficiencies on this project. A general discussion of the results of this review was held with the following personnel:

M. W. Stovall - State Resident Engineer
Herbert Schell - DOT Area Engineer
Clyde Pike - Federal Highway Administration Staff Auditor

b. Project I-319(10), Vista Ridge Eastbound Tunnel

This project was reviewed on July 27, 1967. The review covered only extra work order procedures. The results of this review were previously reported in report 25-67-HWD(19)12 (Audit Report 68-035-5). This review disclosed that record controls for extra work orders were in accordance with Statewide procedures described in section A of this report. A general discussion of the results of the review was held with the following personnel:

William Ukala - State Resident Engineer
Herbert Schell - DOT Area Engineer
Cecil Bassett - Federal Highway Administration Staff Auditor

(more)

2. [illegible]

3. Project I-205-2(04)--Vancouver - Lewis River County Line

This project was reviewed on July 5, 1967. The following functions and procedures were reviewed on this project:

Items Based on Plan Quantities
Earthwork
Engineering Costs

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in section A of this report. The review disclosed no significant deficiencies on this project. A general discussion of the results of this review was held with the following personnel:

George Hopkins - State Resident Bridge Engineer
Clyde Pike - Federal Highway Administration Staff Auditor
Cecil Bassett - Federal Highway Administration Staff Auditor

5. Project I-205-2(05), Cascade Locks - Hatchell Point

This project was reviewed on July 5, 1967. The following functions, operations and procedures were reviewed on this project:

Base Materials
Surfacing Materials
Items Measured in Place or Lineal Measurement
Lump Sum Items
Items Measured by Area
Scale Operations
Engineering Costs
Subcontracting
Manuals and Guide Materials
Supervision

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in section A of this report. The review disclosed no significant deficiencies on this project. A general discussion of the results of this review was held with the following personnel:

Glenn Starkey - State Resident Engineer
Clyde Pike - Federal Highway Administration Staff Auditor
Cecil Bassett - Federal Highway Administration Staff Auditor

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c. Project F-240(3), Roman Grove - Central

This project was reviewed on July 6, 1967. The following functions and procedures were reviewed on this project:

Base Materials
Surfacing Materials
Items Based on Plan Quantities
Earthwork
Lump Sum Items
Engineering Costs
Subcontracting
Manuals and Guide Materials
Supervision
Stockpiled Materials

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in section A of this report, except as detailed in the next paragraph.

An allowance had been made to the contractor for prestressed slabs and beams which were physically located on State-leased land near the fabrication plant at Harrisburg, Oregon. The amount of the allowance was $90,270.00 (90% of $100,300.00). Included in the contractor's invoice cost was 5% allowance for delivery to the project. The material had not been delivered to the job site but no deduction was made from the allowance for the estimated cost of the transportation charges amounting approximately $4,000.00. Article 9-11 of the Standard Specifications states that "Allowances will be made in the partial payments to the contractor for materials which are to become an integral part of the finished construction and which are delivered and acceptably stored on the project or in close proximity thereto at locations owned or controlled by the State and approved in writing by the engineer." The resident engineer had on file an inspection report from Willis H. Jones, State Resident Bridge Engineer in Eugene, which stated that he had inspected the material. The questionable factor is whether the storage of material approximately 100 miles from the job site can be considered "close proximity" as required by the Standard Specifications. A general discussion was held with the following personnel:

Lowell Johnston - State Resident Engineer
Enrique Rodriguez - State Resident Bridge Engineer
Clyde Pike - Federal Highway Administration Staff Auditor
Cecil Bassett - Federal Highway Administration Staff Auditor

The materials allowance was discussed. It was Resident Engineer Rodriguez's opinion that the location at Harrisburg was not considered close proximity and that no allowance should have been paid for the material. It was

(more)

Resident Engineer Johnston's opinion that the State was amply protected since only 90% of the invoice amount had been paid and an additional 10% unless had been withheld from the progress estimate. Both were in agreement that the estimated transportation costs should have been deducted from the allowance until such time as the material is delivered to the job site. On items such as prestressed beams and slabs, the transportation costs are substantial. Resident Engineer Rodriguez informed us that delivery of the beams and slabs to the project was to begin the following week and that they would be in place before the next progress estimate. The materials allowance would be dropped on the next estimate and payment made under the various bid items. Therefore, no further action regarding this project is recommended. However, due to the differences in interpretation of the Standard Specifications by the State's resident engineers, it is recommended that the State clarify the Standard Specifications. This clarification should include a definition of what is meant by "close proximity" and instructions regarding procedures where invoiced prices for material not yet delivered to the project include transportation charges.

Mr. Gagnon, President
Yours very truly,
Please file together with
transcription of the cert.
J.S.K.

3. DIVISION II - SALEM, OREGON

a. Project F-59(2), Holmes Cnty. - Baskett Slough

This project was reviewed on June 20, September 13 and 15, 1967.

The following functions, operations and procedures were reviewed on this project:

Surfacing Materials
Earthwork
Item Sum Items
Extra Work Orders
Scale Operations
Engineer Costs
Subcontracting
Manuals and Guide Materials
Supervision

Our review disclosed that the controls for these functions, operations and procedures were in accordance with the Statewide procedures described in Section A of this report. The review disclosed no significant deficiencies on this project. The result of the review of extra work order procedures was previously reported in Report 35-67-EID(19)16 (Audit Report 68-835-12).

The controls for asphalt in asphaltic concrete mix on this project were very good and worthy of additional comment. The asphaltic concrete was being produced at a commercial plant; however, when asphaltic concrete was being produced for this project, the plant was used exclusively for this Federal-aid contract. The State inspector assisted the contractor in measuring (sticking) the quantity of asphalt in the tanks at the beginning and end of each shift. The State inspector prepared a notebook entry for each day's operation which showed the beginning measurement, quantities added (supported by vendor's invoices), and the ending measurement. The notes showed the computation for converting the gallons used to tons which was the unit pay basis. The inspector issued a Material Receipt, Form E-10, for the number of tons of asphalt used during the shift. The pay quantity on each Material Receipt was supported by the notebook entries and computations. The original copies of the Material Receipts were given to the contractor. The carbon copies retained by the resident engineer support the payment to the contractor. In our opinion these procedures provided excellent control of the quantities of asphalt used in the asphaltic concrete mix, and provided assurance that the quantities paid for were in fact incorporated into the project.

(more)

General discussions of the results of this review were held with the following personnel:

D. J. Hall - State Resident Engineer
R. D. Asbury - State Division Engineer, Division II
Glenn Hosmer - HPR Area Engineer
Herbert Bethell - HPR Area Engineer
Wallace Bryant - HPR Assistant Area Engineer
Clyde Pike - Federal Highway Administration Staff Auditor
Cecil Bassett - Federal Highway Administration Staff Auditor

Mr. Hall stated that the method of documenting the asphalt was working very well and that additional control was gained because the contractor was informed daily of the pay quantity. In case of any differences, the matter could be resolved at the time rather than at some later date when the detail has been forgotten. We recommend that these documentation procedures for liquid asphalt be used by the State on future projects whenever feasible, and that the Construction Division Manual of Instruction (Technical Bulletin No. 19) be revised to include these procedures.

5. Project ER-171(2), Wilson River Highway, Milepoint 6.9

This project was reviewed on June 27, 1967.

The following functions and procedures were reviewed on this project:

Earthwork
Lump Sum Items
Extra Work Orders
Engineering Costs
Subcontracting
Manuals and Guide Materials
Supervision

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in Section [illegible] of this report. The review disclosed no significant deficiencies on this project. A general discussion of the results was held with the following personnel:

C. H. Baker - State Resident Engineer
R. D. Asburry - State Division Engineer, Division II
Clyde Pike - Federal Highway Administration Staff Auditor
Cecil Bassett - Federal Highway Administration Staff Auditor

(more)

c. Project F-221(11), Salem - Keizer

This project was reviewed on June 29, 1967.

The following functions and procedures were reviewed on this project:

Earthwork
Items Measured in Place or Linear Measurement
Lump Sum Items
Engineering Costs
Manuals and Guide Materials
Supervision
Stockpiled Materials

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in Section A of this report, except for one minor deviation detailed in the next paragraph.

Payment had been made for materials on hand at the contractor's full invoice price. Article 9-11 of the Standard Specifications specifies that "allowances shall be in amounts not exceeding ninety (90) percent of the net cost to the contractor of the material f.o.b. the work or approved site, and from such allowances there shall be retained the percentages regularly provided for in connection with partial payments." A general discussion of the results of this review was held with the following personnel:

Vernon Shull - State Resident Engineer
Gerald Winer - State Assistant Division Engineer, Division II
Theodore Lause - Fed Hwy Admin Div Auditor-in-Charge
Clyde Pike - Federal Highway Administration Staff Auditor
Cecil Bassett - Federal Highway Administration Staff Auditor

The overpayment on materials allowance was discussed. The resident engineer stated that he thought the retent withheld by the Accounting Division from the progress estimate (10 percent in this instance) was sufficient to comply with the Standard Specifications. After reading them again he agreed that his interpretation was incorrect. In this case the overpayment to the contractor was not substantial. However, the resident engineer stated that the error would be corrected on the next estimate and that he would correct the procedure to avoid overpayments on future projects where the amount involved might be substantial. No further action is recommended.

(more)

4. MAVERICK INC - KENTUCKY DIVISION

a. Project F-111(9), Glen Allen Creek - Gray Creek

This project was reviewed on September 28 and 29, 1967.

The following functions and procedures were reviewed on this project:

Base Materials
Surfacing Materials
Extra Work Orders
Scale Operations
Engineering Costs
Subcontracting
Manuals and Guide Materials
Supervision

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in Section A of this report. The review disclosed no significant deficiencies on this project. A general discussion of the results of this review was held with the following personnel:

Bobby Johnson - State Resident Engineer
Paul Riedl - BPR Area Engineer
Theodore Lause - Fed Hwy Admin Div Auditor-in-Charge
Cecil Bassett - Federal Highway Administration Staff Auditor

5. [illegible]

a. Project I-82N-5(20), Hermiston Junction - Stanfield Junction

This project was reviewed on August 17 and 18, 1967. The following functions and procedures were reviewed on this project:

Items Based on Plan Quantities (Piling)
Extra Work Orders

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in Section A of this report. The review disclosed no significant findings on this project. The review of extra work order procedures was previously reported in Report 67-35-HWD(19)14 (Audit Report 68-835-9). A general discussion of the results of this review was held with the following personnel:

Glenn Abernathy - State Resident Bridge Engineer
Wallace Bryant - BPR Assistant Area Engineer
Allen Neeley - Construction Engineer, Regional Office
Cecil Bassett - Federal Highway Administration Staff Auditor

b. Project I-82N-5(27), Stanfield Junction - Pendleton

This project was reviewed on October 10 and 11, 1967. The following functions and procedures were reviewed on this project:

Base Materials
Watering
Scale Operations
Engineering Costs
Subcontracting
Manuals and Guide Materials
Supervision
Stockpiled Materials

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in Section A of this report. The review disclosed no significant deficiencies on this project.

A major portion of the watering on this project was for prewetting cuts prior to excavation. The resident engineer informed us that this project was the first one in the State of Oregon to use this method of watering. The water was applied by irrigation sprinkler systems. The State's established procedures for the control and documentation of watering quantities were not, therefore, applicable to the portion of the water applied by irrigation systems. The water was brought to the project by pipe lines. The contractor placed a

(more)

meter at each installation of sprinklers. This precluded the payment for any water lost through leaks in the pipe. The State inspector read these meters each morning and computed the quantity of water used the previous day. The inspector used Sprinkling Tally Sheets, Form D-427, to record the meter reading data. A tally sheet was prepared for each meter location. The tally sheet for each day showed the ending reading, beginning reading (ending reading on tally for previous day) and the computation of the pay quantity. Each tally sheet was signed by a contractor's representative and the State inspector, and was cross referenced to the applicable Material Receipt, Form E-10, prepared for the water used for each meter each day. The positioning of each installation was shown on both the Sprinkling Tally Sheets and the Material Receipts. In our opinion these procedures provided very good control of the watering quantities. The resident engineer developed these procedures because the established procedures for documenting watering quantities were not applicable to this situation.

A general discussion of the results of this review was held with the following personnel:

W. C. Ferguson - State Resident Engineer
Alfred Shirley - State Assistant Division Engineer, Division V
Richard Nichols - BPR Area Engineer
Theodore Louse - Fed Hwy Admin Div Auditor-in-Charge
Cecil Bassett - Federal Highway Administration Staff Auditor

We were advised that the State is contemplating the use of this watering method on future contracts. Therefore, we recommend that the State revise the Construction Division Manual of Instructions (Technical Bulletin No. 19) to include procedures for documenting this new method of watering. This is necessary to insure Statewide uniformity. The procedures used on this project could be used as a basis for the establishment of Statewide procedures.

c. Project F-102(5), Little Beech Creek - Bell Creek

This project was reviewed on October 9 and 10, 1967.

The following functions and procedures were reviewed on this project:

Base Materials
Surfacing Materials
Watering
Lump Sum Items
Extra Work Orders
Scale Operations
Engineering Costs
Subcontracting
Manuals and Guide Materials
Supervision

(more)

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in Section A of this report. The review disclosed no significant deficiencies on this project. A general discussion of the results of this review was held with the following personnel:

M. M. Stump - State Resident Engineer
Alfred Shilly - State Assistant Division Engineer, Division V
Richard Nichols - DPR Area Engineer
Theodore Lauce - Fed Hwy Admin Div Auditor-in-Charge
Cecil Bassett - Federal Highway Administration Staff Auditor

DEC 1 - 1967
FORM 8-80 50M 10-65

FOR FILING
F-59(3)
7010

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
D e p a r t m e n t

SUBJECT: Delineation Complaint
Crowley Road Intersection
Holmes Gap-Basket Slough
Pacific Highway West

Mr. Ed Hall, Resident Engineer, personally contacted Mr. Arnold, Manager of Star Transfer in Salem, relative to a complaint he made to the front office about the poor delineation. Mr. Arnold apologized in that he did not realize that he had gone to the front office with this complaint. He expressed appreciation that the matter was taken care of with temporary barricades on the same evening that he had made the complaint; and after the inspection of the sight posts that will serve as delineation through the winter, he was very satisfied with our treatment.

Mr. Hall explained that the permanent solution was a guard rail installation. I believe from my report, that Mr. Arnold is entirely satisfied with our solutions and the matter should be closed.

R. D. Asburry
Division Engineer

By J. B. Boyd
J. B. Boyd
Assistant Division Engineer

JBB:mj

cc: Mr. Frank Morgan
Mr. Ed Hall

RECEIVED
NOV 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED GOVERNMENT
NOV 8 1967
FOR FILING

Memorandum

F-59(3)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7010 [illegible]

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 22, 1967

In reply refer to: 08-35-DA

NOTED
F. B. KLABOE

SUBJECT: Oregon Inspection-in-Depth
Quality and Cost Control

We have completed our Statewide inspection-in-depth, Quantity and Cost Control - Phase 24. The inspections were made during the period June - October 1967.

We reviewed 12 projects which were located in 5 of the 6 State Highway divisions. The projects reviewed were as follows:

Division	Project Number	Project Name
Metro	I-405-8(13)	NW. Johnson - SW. Montgomery
	U-318(10)	Vista Ridge Eastbound Tunnel
1	I-80N-2(34)	Bonneville - Hood River County Line
	I-80N-2(35)	Cascade Locks - Mitchell Point
	F-240(3)	Forest Grove - Gaston
2	F-59(3)	Holmes Gap - Basket Slough
	ER-171(2)	Wilson River Highway Milepoint 6.9
	F-221(11)	Delena - Rainier
3	F-111(9)	Glen Aiken Creek - Gray Creek
5	I-80N-5(23)	Irrigon Junction - Stanfield Junction
	I-80N-5(27)	Stanfield Junction - Pendleton
	F-182(5)	Little Beech Creek - Fall Creek

The inspection and record control procedures at the project level provided good control, were in accordance with Oregon State Highway Department requirements, and were applied uniformly throughout the State.

This inspection disclosed that the Oregon State Highway Department has shown a marked improvement in record keeping practices since the last construction season. No significant findings were disclosed by this inspection-in-depth. We wish to commend the State for their improved record control procedures.

11-27-67
REFERRED TO Edwards
Irrigon - Maintenance
BY ASST. STATE HWY. ENGR.
Good work!

RECEIVED
NOV 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 27 1967

SP*23611.784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1967

F-59(3)
7C 10

To: Memo to the Files

SUBJECT: Crowley Road Intersection
Holmes Gap-Basket Slough Section
Pacific Highway West
Prefix 27-1075

Mr. F. B. Klaboe relayed to me a complaint by Mr. Arnold about the Crowley Road Intersection three miles north of Rickreal. His complaint was that the intersection was ill defined and that his headlights were up in the air as he approached the intersection at night making his location and orientation difficult.

Mr. Ed Hall, Resident Engineer on the project, and I reviewed the intersection on the ground. The intersection is one of those which intersect the highway on the high side of a super elevated section and will, in its final form, have guard rails defining the intersecting road sufficiently so there should be no problem in the future. Pacing from the edge of the traveled lane there is approximately 45 feet of nearly level pavement that the motorist can stop on providing him with a good sight distance in either direction.

During this stage of construction where there is no guard rail and the signs are not installed, the intersection is indeed poorly defined. We will immediately post barricades across from the intersecting road and on the shoulders of the intersecting road so that the definition should be sufficient as a temporary measure. We will continue our study and provide interim delineation until the final guard rail is installed. I foresee no problems with this intersection in its final form.

F. B. KLABOE
NOV 1 [illegible]

R. D. Asburry
Division Engineer

By J. B. Boyd

J. B. Boyd
Assistant Division Engineer

JBB:mj
cc: Mr. F. B. Klaboe
Mr. Ed Hall

RECEIVED
NOV 20 1967
OFFICE
STATE HIGHWAY

RECEIVED
OCT 1 - 1967

Memorandum

F-59(3)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 29, 1967

In reply refer to: 08-35-DA/439

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7010

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

NOTED
R. L. PORTER

SUBJECT: Oregon Project F-59(3)
Holmes Gap - Basket Slough Section
Statewide Inspection-in-Depth
Extra Work Orders and Price Agreements

Transmitted herewith is a report covering the subject inspection-in-depth. This inspection was performed on September 13, 1967 by personnel from this office. This is the third inspection-in-depth performed this year covering extra work orders and price agreements.

We are pleased to report that no deficiencies were found in the preparation, documentation and administration of extra work orders and price agreements. However, two problems are discussed under the general comments section which we feel deserve consideration. A follow-up inspection is considered unnecessary.

Enclosure
Report

10-3-67
REFERRED TO
Hatfield - Hanson - Young
BY ASST. STATE HWY. ENGR. Wilkes.

RECEIVED
OCT 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

(REV. 10-66)

Region (3 cys)
Wash DC thru Region
Div Auditor-in-Charge (3 cys)

BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Polk	F-59(3)

DATE OF INSPECTION	PHASE(S) INSPECTED
9-13-67	Phase 19 - Extra Work Orders and Price Agreements

INSPECTION MADE BY	IN COMPANY WITH
H. A. Schell, Area Engr G. K. Hossner, Area Engr W. N. Bryant, Asst Area Engr B. C. Bassett, Auditor	R. D. Asburry, Div Engr, OSHD E. J. Hall, Res Engr, OSHD

REPORT PREPARED BY W N Bryant
W. N. Bryant, Asst Area Engr

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Salem Road and Driveway Co. F. Voight and G. Lindahl Salem, Oregon	$ 701,387.02
	PROJECT STATUS (% comp.) 43

LOCATION

The northerly end of the project is approximately 0.96 miles north of the present grade crossing of the SPRR at Holmes Gap. The southerly end of the project is approximately 1.5 miles north of Rickreall.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

Part of a State-wide inspection-in-depth.

Inspection time: 18 man hours
Travel time: 2 man hours
Write-up time: 1 man hour

HOLMES GAP - BASKETT SLOUGH SECTION
PACIFIC HIGHWAY WEST
Grading and Paving
Extra Work Order and Price Agreement Procedures

I. SCOPE OF INSPECTION

This inspection consisted of a comprehensive review of the State's entire procedure of preparing extra work orders and price agreements and their administration in accordance with contract requirements and issued guidelines. All extra work orders and price agreements were thoroughly examined for content as well as verification of supporting documentation.

An approved guideline was used during the inspection and notes were recorded in the space provided. The guidelines used during the inspection are on file with the Division office copy of this report.

(more)

II. FINDINGS AND RECOMMENDATIONS

No deficiencies were noted in the procedure being used on this project in the preparation of extra work orders and price agreements or in the supporting documentation justifying the cost thereof. The overall administration of the project is considered to be in substantial conformance with all contract requirements and/or issued guidelines.

A follow-up inspection is considered unnecessary.

III. GENERAL COMMENTS

During the inspection it was found that a railroad agreement covering the at-grade crossing, Sta 455 area, had not been obtained by the State prior to awarding the contract. The special provisions point out that it is the contractor's responsibility to obtain any necessary permits from the railroad for crossings other than the existing public crossing. It is felt the contractor could have reasonably assumed that he could obtain a permit for a crossing at Sta 455 with little or no difficulty since the plans indicated that approximately 65,000 CY of material would have to be hauled across the railroad right of way. During construction the contractor encountered difficulty in obtaining a permit from the railroad for the crossing at this station. As a result he elected to utilize the existing public crossing thereby increasing considerably the length of haul.

The present indications are that the contractor does not intend to submit a claim as a result of this problem. However, it is felt that this is a good example of the inevitable problems that may result when projects are advanced to PS&E stage without full compliance with paragraph 8 of PPM 30-3. In view of the past problems in this area it is strongly recommended that appropriate steps be taken to comply with the aforementioned paragraph prior to awarding future projects.

It was also noted, as in past phase 19 inspections-in-depth, that extra work orders and price agreements do not include a statement regarding time extensions. It is strongly recommended that consideration be given to including a statement regarding time extensions, either allowing extra time or indicating that extra time will not be allowed, on all price agreements and extra work orders.

Monthly transaction number: 9-87	FORM [illegible]-2A (REV. [illegible]-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number: 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-5-67	County: Polk
Modification number: 1		Project number: F-59(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 14, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 776,925	$ 778,245
Federal funds	$ 493,300.00	$ 494,100.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include work retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 5 day of September, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahore

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-D C 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. F-59(3)

HOLMES CAP-BASKET SLOUGH SECTION OF THE

PACIFIC HIGHWAY EAST IN POLK COUNTY

Revised project agreement estimate to include work previously retained in program status.

Salem, Oregon, August 25, 1967

Type Code 6262
Roadway (Sta. 434+50 to Sta. 644+00)(Contract No. 7010)

Previous subtotal on estimate dated May 25, 1967		$706,387.02
Revised Estimate		
Approved EWO 2 Signing	All Required	1,200.00
	Net Increase	$ 1,200.00
	Subtotal	$707,587.02
	*10% Engr. & Cont.	70,657.98
	Total	$778,245.00

Length of Project - - - - - - - - - - - - 4.026 Miles
Cost of Roadway Per Mile - - - - - - - - $193,304.77

*Reduced in accordance with Par. 5 (project field office) of PPM 30-6.

Federal Funds -	$494,100.00
State Funds -	284,145.00
Total Cost	$778,245.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

HOLMES GAP-BASKETT SLOUGH SECTION

NONPARTICIPATING WORK

F-59(3)

R.R. Work

Install R.R. Crossing and Signals	All Required	$20,000.00
R.R. Protective Costs	All Required	2,200.00

Utilities

Western Union	All Required	1,950.00
Bonneville Power Administration	All Required	3,600.00
West Coast Telephone	All Required	550.00
		$28,250.00

pproved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
6-91		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4 7010	*(PPM 21-7)*	Polk
		PROJECT NO. F-59(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 W. 1.49 mi. N. Rickreall N. 4.02 mis.
Holmes Gap - Baskett Slough Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-12-67	4.026
OTHER *(Specify)*		

FUNDS Pro Rata 63.50

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 776,925	$ 493,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. P. Kabre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 14, 1967

Oregon State Highway Department

Federal-Aid
Project No. F-59(3)

HOLMES GAP-BASKETT SLOUGH SECTION

OF THE PACIFIC HIGHWAY WEST IN POLK COUNTY

Project Agreement Estimate.

Salem, Oregon, May 25, 1967

Type Code 6202
Roadway (Sta. 430+50 to Sta. 644+00)(Contract No. 7010)

Clearing and Grubbing	All Required			$ 24,000.00
Removal of Pavement	16,000	sq.yd.	$ 0.20	3,200.00
Ditch Excavation, Unclassified	1,260	cu.yd.	1.00	1,260.00
General Excavation, Unclassified	249,000	cu.yd.	0.35	87,150.00
Overhaul	27,900	C-yd.sta.	0.45	12,555.00
Finishing Roadbed and Slopes	4.03	mile	1,000.00	4,030.00
Rounding Cutbanks	660	lin.ft.	0.25	165.00
Trench Excavation	2,400	cu.yd.	2.50	6,000.00
Special Backfill in Drains	860	cu.yd.	4.50	3,870.00
Watering	3,200	M-gal.	3.00	9,600.00
SS-1 in Watering	14,300	gal.	0.30	4,290.00
Obliterate Roadway	90	sta.	15.00	1,350.00
3/4" - 0 Material in Leveling Course	12,100	ton	2.10	25,410.00
Plant-Mix Stone Base	152,600	ton	1.95	297,570.00
3/4" - 0 Aggregate in Prime Coat	800	cu.yd.	5.50	4,400.00
RC-250 Asphalt in Prime Coat	120	ton	45.00	5,400.00
Asphalt in Tack Coat	18	ton	50.00	900.00
Class "E" Asphalt Concrete Mixture	24,400	ton	4.60	112,240.00
Asphalt Cement in Mixture	1,340	ton	29.00	38,860.00
Temporary Surfacing	3,600	lin.ft.	2.00	7,200.00
Class "A" Concrete in Box Culvert	100	cu.yd.	85.00	8,500.00
Reinforcement in Box Culverts	15,800	lb.	0.16	2,523.00
7'11" x 5'7" Structural Plate Pipe Arch	All Required			6,107.00
Optional Drainage Structure, Sta. 458+80	All Required			5,762.00
12-inch Culvert Pipe	650	lin.ft.	2.50	1,625.00
18-inch Culvert Pipe	820	lin.ft.	3.50	2,870.00
30-inch Culvert Pipe	310	lin.ft.	8.00	2,480.00
18-inch Arch-Type Pipe	150	lin.ft.	5.00	750.00
6-inch Drain Pipe	210	lin.ft.	1.65	346.50
8-inch Drain Pipe	3,670	lin.ft.	1.80	6,606.00
18-inch Paved Culvert End Slope	14	only	39.22	549.08
30-inch Paved Culvert End Slope	1	only	42.94	42.94
Concrete Inlets, Type G-2M	5	only	110.00	550.00
Extra for A.C. Approaches	33	only	25.00	825.00
Guide Posts, W-1	140	only	8.00	1,120.00
Guide Posts, Y-1	50	only	8.00	400.00

Guard Rail	660 lin.ft.	$ 2.90	$ 1,914.00
Guard Rail Blocks	55 only	2.50	137.50
Extra Guard Rail Posts	8 only	15.00	120.00
Furnishing Field Laboratory Bldg.	1 only	100.00	100.00
Seeding and Fertilising	27 acre	70.00	1,890.00
Mulching	27 acre	80.00	2,160.00
Seed Mixture	810 lb.	1.00	810.00
Inorganic Fertilizer, 10-16-8	108 cwt.	3.00	324.00
54-inch Culvert Pipe	180 lin.ft.	19.00	3,420.00
			$701,387.02
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
	Subtotal		$706,387.02
	*10% Engr. & Cont.		70,537.98
	Total		$776,925.00

Length of Project - - - - 4.026 Miles
Cost of Roadway Per Mile- $192,976.90

*Reduced in accordance with Par. 5 (project field office) of PPM 30-6.

Retained in Program Status

Signing (EW)	All Required	$ 1,200.00
	Subtotal	$ 1,200.00
	10% Engr. & Cont.	120.00
	Total	$ 1,320.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$776,925.00	$493,300.00	$283,625.00
Retained in Program	1,320.00	800.00	520.00
	$778,245.00	$494,100.00	$284,145.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

HOLMES GAP-BASKETT SLOUGH SECTION

NONPARTICIPATING WORK

F-59(3)

Signing	All Required	$ 1,200.00
R.R. Work		
Install R.R. Crossing and Signals	All Required	20,000.00
R.R. Protective Costs	All Required	2,200.00
Utilities		
Western Union	All Required	1,950.00
Bonneville Power Administration	All Required	3,600.00
West Coast Telephone	All Required	500.00
		$29,450.00

Oregon State Highway Department

Federal Aid
Project No. F-59(3)

HOLMES GAP-BASKETT SLOUGH SECTION

OF THE PACIFIC HIGHWAY WEST IN POLK COUNTY

P.S. & E. Estimate

Salem, Oregon, March 27, 1967

Type Code 6202
Roadway (Sta. 430+50 to Sta. 644+00)

Clearing and Grubbing	All Required		$10,000.00
Removal of Pavement	16,000 sq.yd.	$ 1.00	16,000.00
Ditch Excavation, Unclassified	1,260 cu.yd.	2.50	3,150.00
General Excavation, Unclassified	249,000 cu.yd.	0.40	99,600.00
Overhaul	27,900 C-yd. sta.	0.40	11,160.00
Finishing Roadbed and Slopes	4.03 miles	1,200.00	4,836.00
Rounding Cutbanks	660 lin.ft.	0.20	132.00
Trench Excavation	2,400 cu.yd.	3.00	7,200.00
Special Backfill in Drains	860 cu.yd.	7.00	6,020.00
Watering	3,200 M-gal.	3.00	9,600.00
SS-1 in Watering	14,300 gal.	0.30	4,290.00
Obliterate Roadway	90 sta.	75.00	6,750.00
3/4" - 0 Material in Leveling Course	12,100 ton	2.25	27,225.00
Plant Mix Stone Base	152,600 ton	2.25	343,350.00
3/4" - 0 Aggregate in Prime Coat	800 cu.yd.	4.50	3,600.00
RC-250 Asphalt in Prime Coat	120 ton	45.00	5,400.00
Asphalt in Tack Coat	18 ton	60.00	1,080.00
Class "B" Asphalt Concrete Mixture	24,400 ton	5.00	122,000.00
Asphalt Cement in Mixture	1,340 ton	30.00	40,200.00
Temporary Surfacing	3,600 lin.ft.	2.00	7,200.00
Class "A" Concrete in Box Culvert	100 cu.yd.	60.00	6,000.00
Reinforcement in Box Culverts	15,800 lb.	0.15	2,370.00
7'-11" x 5'7" Structural Plate Pipe Arch	All Required		6,000.00
Optional Drainage Structure, Sta. 458+80	All Required		7,000.00
12-inch Culvert Pipe	650 lin.ft.	3.75	2,437.50
18-inch Culvert Pipe	820 lin.ft.	5.00	4,100.00
30-inch Culvert Pipe	310 lin.ft.	11.00	3,410.00
18-inch Arch-Type Pipe	150 lin.ft.	5.00	750.00

6-inch Drain Pipe	210 lin. ft.	$ 2.00	$ 420.00
8-inch Drain Pipe	3,670 lin. ft.	2.50	9,175.00
18-inch Paved Culvert End Slopes	14 only	50.00	700.00
30-inch Paved Culvert End Slope	1 only	100.00	100.00
Concrete Inlets, Type G-2M	5 only	175.00	875.00
Extra for A.C. Approaches	33 only	35.00	1,155.00
Guide Posts, W-1	140 only	8.00	1,120.00
Guide Posts, Y-1	50 only	8.50	425.00
Guard Rail	660 lin. ft.	3.00	1,980.00
Guard Rail Blocks	55 only	1.75	96.25
Extra Guard Rail Posts	8 only	12.00	96.00
Furnishing Field Laboratory Bldg.	1 only	500.00	500.00
Seeding & Fertilizing	27 acre	125.00	3,375.00
Mulching	27 acre	150.00	4,050.00
Seed Mixture	810 lb.	1.00	810.00
Inorganic Fertilizer, 10-16-8	108 cwt.	6.00	648.00
54-inch Culvert Pipe	180 lin. ft.	25.00	4,500.00
			$790,885.75
Flagging (57-1/2% of contractor's cost)	All Required		$ 5,000.00
	Subtotal		$795,885.75
	*10% Engr. & Cont.		79,088.25
	Total		$874,974.00

Length of Project 4.026 miles
Cost of Roadway per Mile $217,330.84

*Reduced in accordance with Para. 5 (Project Field Office) of PPM 30-6.

Retained in Program Status

Signing (EW)	All Required	$ 1,200.00
	Subtotal	$ 1,200.00
	10% Engr. & Cont.	120.00
	Total	$ 1,320.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$874,974.00	$555,600.00	$319,374.00
Retained in Program	1,320.00	800.00	520.00
	$876,294.00	$556,400.00	$319,874.00

Holmes Gap-Baskett Slough Section

Nonparticipating Work

F-59(3)

Signing	All Required	$ 1,200.00
R.R. Work		
Install R.R. Crossing and Signals	All Required	20,000.00
R.R. Protective Costs	All Required	2,200.00
Utilities		
Western Union	All Required	1,950.00
Bonneville Power Administration	All Required	3,600.00
West Coast Telephone	All Required	500.00
		$29,450.00

RECEIVED
AUG 15 1967
FOR FILING
F-59(3)
7010

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1967

SUBJECT: Pux 623 - Hwy. G-Xing - 5 miles N. of Rickreall
Southern Pacific Company
Polk County
RR-648

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

Herewith I hand you a copy of Order No. 43954, issued by the Public Utility Commissioner under date of August 8, 1967, relative to the above-titled matter. This is an Order amending the original Order No. 43385.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. D. Morgan (2)
F. B. Klaboe (1)
E. S. Hunter (2)
R. D. Asburry (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)
F. T. Lacey (1)
Permit Division (1)
Harold Reynoldson (1)

RECEIVED
AUG 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Order #43954

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 379

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a Highway Grade Crossing over the tracks and right-of-way of the Southern Pacific Company, approximately five (5) miles north of the community of Rickreall, Oregon, in Polk County, in the Southwest Quarter of the Southwest Quarter (SW¼SW¼) of Section 32, Township 6 South, Range 4 West, Willamette Meridian.	AMENDING ORDER

On January 26, 1967, the Public Utility Commissioner of Oregon issued Order #43385 granting the above-entitled application.

On March 11, 1967, applicant filed a motion to substitute drawing and to amend the above order as follows:

(1) "To substitute revised Drawing No. 9B-1-3, sheets 1 and 2, revised February 1967, in place of Drawing No. 9B-1-3, sheets 1 and 2, dated September 1966."

(2) Amend Order No. 43385: "In subparagraph (c) on page three delete '275' and insert '3600'."

Copies of the motion were duly served upon the attorneys, the superintendent of Southern Pacific Company, the county court of Polk County, and the Western Union Telegraph Company. All of said parties subsequently advised the Commissioner that no objection would be made to the issuance of an order in accordance with the motion.

The motion is a cause to reopen the proceeding to substitute a drawing and to amend certain descriptive language in Order No. 43385 in conformity with the description in the revised drawing to be so substituted, a substantive change.

The changes noted in Drawing No. 9B-1-3, sheets 1 and 2, revised February 1967, in substitution for Drawing No. 9B-1-3, sheets 1 and 2, dated September 1966, do not constitute factors which compel reconsideration of the determination reached in Order No. 43385. The motion should be allowed. It is therefore

ORDERED that the within motion of the state of Oregon filed by the State Highway Commission be and the same hereby is allowed.

ORDERED that proceeding SXF 379 be and the same hereby is reopened and revised Drawing No. 9B-1-3, sheets 1 and 2, revised February 1967, is accepted for filing in lieu of Drawing No. 9B-1-3, sheets 1 and 2, dated September 1966, presently of record. It is further

ORDERED that Order #43385, entered in the above-entitled matter January 26, 1967, be and the same hereby is amended to authorize the following changes in the text thereof:

In subparagraph (c) on page 3 delete the figure 275 and insert in place thereof the figure 3600.

And it is further

ORDERED that Order #43385 in all other respects remain as originally entered.

Made, entered and effective this 8th day of August, 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

FORM E-123X SOM 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
AUG 4 1967
FOR FILING

F-59(3)

7010

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 3, 1967

Bonneville Power Administration
PO Box 3621
Portland, Oregon 97208

ATTENTION: Mr. John V. Mulcahy
Chief, Branch of Land

Re: Request for Access
Power Line Crossing
Holmes Gap-Baskett Slough Section
Pacific Highway West
Polk County
YOUR FILE: Tract No. S-GR-39

Gentlemen:

Reference is made to your letter of July 14, 1967, in which you requested comment on a proposal for access to your power lines from the westerly side of Pacific Highway West.

The proposal was discussed with Mr. F. W. Sugnet, Field Utilities Liaison Engineer, and it was found that no access existed from the westerly side of the highway prior to the beginning of construction on the subject section of highway.

We therefore feel that you should follow the State's standard procedure on requests for new access. Please contact Mr. F. T. Lacey, District Maintenance Engineer, PO Box 30, Salem, Oregon 97310, Telephone 374-2171, Ext. 1397, when you make application for your proposed access.

If any further information or assistance is required, this office will be happy to be of service.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By: [illegible]

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: F. B. Klaboe
R. D. Asburry
F. T. Lacey
F. W. Sugnet
Earl Sailing

RECEIVED
AUG 4 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Form E-208—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon [illegible] of project agreement [illegible] funds are required.
Date JUN 7 1967 By G-1 P W.S. Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Holmes Gap-Baskett Slough — Date June 9, 1967

Highway Pacific Highway West — Contract No. 7010

County Polk — Prefix 27-1075

Contractor Salem Road & Driveway Co. — F. A. Project No. F-59(3)

Address P.O. Box 603, Salem, Oregon — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and maintain signs required to guide and direct public traffic by or over the project.

Location by station numbers:

Entire project.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$300.00
Material	900.00
TOTAL	$1,200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Required signs to be furnished in accordance with Standard Specifications particularly Section 7-30. Funds provided in project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$827,816.64
Present estimate of project cost, including $1,200.00 for work under this order	$827,816.64
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Hall
E. J. Hall — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry — Division Engineer

Approved: /s/ L. H. Young — Deputy State Highway Engineer. Office Engineer.

SP*23577-704

6-26-67

RECEIVED
MAY 26 1967

FOR FILING

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97303

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 23, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-59(3)
Holmes Gap - Baskett Slough Section
Grading and paving

As requested in Mr. Young's letter of May 18, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of May 19, 1967 in the award of Contract No. 7010 to Salem Road & Driveway Company, F. C. Voight and George A. Lindahl, of Salem, Oregon, low bidder in the amount of $701,387.02 at the May 11, 1967 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR

RECEIVED
MAY 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 27 1967
FOR FILING

I 59(3)
7010

May 19, 1967

Bid Item #1

Salem Road & Driveway Co.,
Fred C. Voight, and
George A. Lindahl
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on May 17, 1967, accepted your proposal for grading and paving on the Holmes Gap-Beckett Slough Section of the Pacific Highway West in Polk County for the sum of $701,307.02 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7010. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

This contract is to be completed in its entirety by June 15, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
R. D. Asburry
E. J. Hall
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
JUN 7 - 1967
FOR ILLIN

F-57(2)
10 10

Agenda 4h

Salem, Oregon
May 4, 1967

Mr. C. H. Maison
Controller
Accounting Division
B U I L D I N G

Trust Agreement
Bonneville Power Administration
Holmes Gap--Baskett Slough Section
Pacific Highway West
Polk County

MISC. CONTRACTS and AGREEMENTS No. 3338

Attached are two copies of a trust agreement between the State and Bonneville Power Administration which provides for the relocation of one two-pole guyed suspension structure and the necessary related work to accommodate the construction and improvement of this section of the Pacific Highway West.

A check of the appropriate amount should be prepared and forwarded with the trust agreements to Bonneville Power Administration. Please request that they sign, date and return one fully executed copy of the agreement to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att. (2)

cc: T. W. Litchfield

APR 27 1967

FOR FILING

Form GP-13
(11-63)
(Pres. by
A.O. 290-A)

UNITED STATES GOVERNMENT

Memorandum

F-59(3)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 25, 1967

In reply refer to: 08-35-EC
XRef: 423.31

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-59(3)
Holmes Gap - Baskett Slough Section
Time Extensions

Mr. Young's April 21, 1967 letter requested modification of the stipulation in our April 21, 1967 P.S. & E. authorization memorandum on the subject project which eliminated the possibility for time extensions, if any, resulting from any delay to construction due to nonparticipating Southern Pacific Railroad adjustments. This modification was requested since a draft of a proposed railroad agreement is now available.

We now will be willing to recognize that very unusual circumstances may occur to justify a participating time extension due to railroad adjustment delays. However, the certificate required by Subparagraph 10e(2) of PPM 21-6.3 dated December 22, 1964 regarding proper project coordination, which we assume you will furnish, almost without exception will preclude Public Roads approvals of such time extensions. This same situation is applicable to all projects awarded after April 20, 1965 which you certified as being properly coordinated for right of way clearance, utility, and railroad work. Though a time extension may be appropriate under your approved specifications, Public Roads must consider that you have certified that the status of these matters are such that delays should not result, and only occasionally approve participation in time extensions which you normally must grant if a delay should occur due to the three factors mentioned above.

4-27-67

REFERRED TO
Young Morgan
BY ASST. STATE HWY. ENGR.

RECEIVED
APR 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 21 1967
FOR FILING

Fred W. Hill, Member
Helix F-5(2)
7C1C

April 21, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We have received your P.S. & E approval letter for the Holmes Gap-Baskett Slough Section, Project No. F-5(3), in which you state that "appropriate credits should be made in Public Roads participation for the liquidated damages in time extensions, if any, for which you may be obligated to the contractor resulting from any delay to construction due to the railroad's adjustment.

You have now been furnished a copy of the proposed railroad agreement; therefore, we request you withdraw the liquidated damage stipulation concerning possible delays caused by the railroad's adjustment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: R. L. Porter
T. W. Litchfield

DAR:ia

RECEIVED
APR 21 1967
FOR FILING

F-54(3)

7010

April 20, 1967

Mr. Louis Hamilton, Chairman
Board of Supervisors
Polk Soil and Water Conservation
District
430 Walnut Street
Dallas, Oregon 97338

Dear Mr. Hamilton:

Reference is made to your request for a meeting concerning drainage problems on the Holmes Gap-Haskett Slough Section of the Pacific Highway West. I am advised that such a meeting took place at 8:00 p.m., April 18 at your headquarters in Dallas. Present with you and your representatives were R. D. Asburry and E. J. Hall, Division and Resident Engineers for the project, and J. E. Forelock, Chief Locating Engineer of the Highway Department.

Mr. Asburry explained the project and the limitations of highway construction obligations. It appeared that several items of concern might be resolved with the development of further information as will occur in staking the project for the contractor. The Division Engineer and the Resident Engineer agreed to cooperate in this direction so far as good workmanship and the proper use of road-user funds would allow.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klauce
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
R. D. Asburry
E. J. Hall

JEM:nn srb

cc: The Honorable C. M. Hoyt
The Honorable Joe Rogers

POLK

5152

APR 3 67

Soil and Water Conservation District

430 Walnut Street
DALLAS, OREGON 97338

REFERRED TO
Admin
BY SECRETARY

March 31, 1967

REFERRED TO
Klebon

State Highway Commission
State Highway Dept.
Salem, Oregon

Gentlemen:

We are writing in regards to the proposed construction on 99W north of Rickreall in the Holmes Gap Area.

It appears that a problem exists in drainage where the roadbed is planned without adequate drainage ditches and culverts for present and future drainage in the area.

Farmers in the area planning drainage improvements are concerned with apparently inadequate outlets in present plans.

We hereby request that a representative of the Highway Commission meet with representatives of the Polk Soil and Water Conservation District and interested farmers to review plans and to discuss possible improvements before contracts are let.

Sincerely,

Louis Hamilton

Louis Hamilton, Chairman
Board of Supervisors
Polk Soil & Water Conservation District

REFERRED TO
Moreland
By Construction Engineer

cc: Rep. Joe Rogers
Senator Dick Hoyt

RECEIVED
APR 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 24 1967

Form FHD-121
(11-66)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

F-59(3)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7010

DATE: April 12, 1967

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-59(3)
Holmes Gap-Baskett Slough Section
Grading and paving

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project as indicated in Mr. Moehring's March 29, 1967 report except for 10 outstanding files. We understand these files will be clear by date of bid letting either by option or condemnation and available for contractor's use prior to your request for our concurrence in award.

Mr. Litchfield's April 6, 1967 Utility Status Report indicates that both reimbursable and non-reimbursable utility adjustments are involved but that these will be on a non-participating basis. We understand that you will certify that necessary arrangements have been made for proper coordination of such work, and that in accordance with provisions of subparagraph 15d of PPM 30-4 you should furnish this office the serial numbers for permits issued to the following utilities in your request for concurrence in award:

Pacific N.W. Bell Telephone
Pacific Power & Light Co.
Bonneville Power Administration
West Coast Telephone Co.
Western Union Telegraph Co.
Southern Pacific Railroad Co.

REFERRED TO
Young-Litchfield
By Asst. State Hwy. Engr.
4-24-67

According to your estimate, the Southern Pacific Co. railroad protective work and adjustments are non-participating. Your certification regarding proper coordination of such work will preclude participation in added construction features resulting from the railroad's review and approval of the plans. Railroad approval of the plans should be furnished prior to your request for concurrence in award. Furthermore appropriate credits should be made in Public Roads participation for the liquidated damages in time extensions, if any,

BPR will rescind this

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

for which you may be obligated to the contractor resulting from any delay to construction due to the railroad's adjustment.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 1 - Earthwork	March 1967
Division II - Part 2 - Bases	March 1967
Section 204 - Plant-mix stone base	March 1967
Division II - Part 3 - Surfacing & pavements	March 1967
Division II - Part 4 - Structures	March 1967
Division II - Part 7 - Incidentals	March 1967

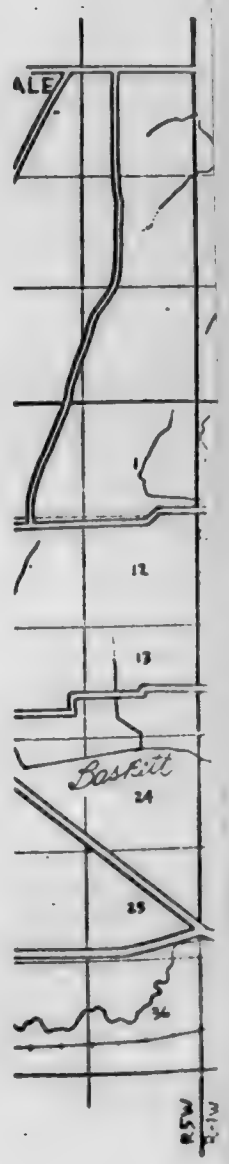
Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

You are authorized to proceed with the contractor's flagging included in your estimate for $5,000.

The pavement type selection of the project is accepted on the basis of documentation contained in your September 9, 1966 "Project Base Design" sheet.

Mr. Young's April 10, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachment



RECEIVED
APR 11 1967
FOR FILING
F-59(3)
7010

Form CD-121 (1-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 6, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-59(3)
Holmes Gap - Baskett Slough Section
Plan-in-Hand Inspection

A plan-in-hand inspection with reference to the February 24, 1967 preliminary copy of the plans for the above-named project was held on March 28, 1967 with Mr. G. Wills, OSHD, and Mr. G. Hossner and Mr. W. Sageman representing the Bureau of Public Roads.

In going over the route, a few minor items were discussed.

The access at Sta 473+00 Rt. appears to be an access to an open field beginning here and running southerly along the roadway and an access requiring a sizeable amount of excavation to construct an access at this location. We would concur in locating this access between Stas 471 and 472 and extending it along the right of way line to Sta 473. This type of access would require only minor grading along with some clearing.

A natural drainage ditch crosses the left right of way line near Sta 495+50 Lt., and to prevent the cutting of another natural drainage ditch through the farmland, the proposed pipe at Sta 496+50 should be moved back near Sta 495+50.

A U.S. Geodetic bench mark was found to the left of the existing highway near Sta 542+80. Some action should be taken to remove it before construction begins and replace it following the completion of the project.

The obliteration of the old roadway from Sta 555 to 562 is not shown, and it was felt that it should be included unless it is to remain intact through a right of way agreement with the property owners.

RECEIVED
APR 7 1967
STATE HIGHWAY ENGINEER

REFERRED TO
By Asst. State Hwy. Engr
4-10-67

NOTED
U. S. C. & G. S.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

File: 710.12

FORM PR-48
(REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-5-67

BY (Signature): Mr. Young's March 21, 1967 letter

TITLE:

CLASS OF FEDERAL FUNDS

☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 466 THRU 468

OTHER IDENTIFICATION AND/OR REMARKS (State)

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
466	F-221(11) — 6996	0.00	$ 111,000	$ 69,300	Delena - Rainier	RR Relocation
467	F-171(11) — 7009	3.63	$2,300,000	$1,450,000	Burlington - Portland City Limits Section	Grade, Pave, 1 Structure
468	F-59(3) — 7010	4.02	$ 890,000	$ 552,000	Holmes Gap - Baskett Slough Section	Grade, Pave

Yours 4-11-67

NOTED F. A. KLOBOE

REMARKS (Division)

You are authorized to proceed with utility and railroad preparatory work on Items 466 and 467 effective today.

The determination of railroad benefits for Item 468 and the proposed protection shall be governed by PPM 21-10. On Items 466 and 467 it is recognized there are no apparent railroad benefits.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-5-67	T. Dec, Engineering Coordinator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
APR 5 - 1967
FOR FILING

F-59(3)
7010

April 4, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 25 meeting will be an agreement between the Oregon State Highway Commission and Bonneville Power Administration covering the relocation of its facilities which conflict with our construction on the Holmes Gap-Bassett Slough Section of the Pacific Highway West in Polk County.

This agreement provides for the relocation of one two-pole guyed suspension structure and related work necessitated by the construction of this project. The estimated cost to the State for this work is $3,600.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
R. D. Asburry
F. D. Morgan

JMC:fw jw

RECEIVED
APR 1 1967
HERMAN P. KREHBIEL PORTLAND
EDW. G. HUFFSCHMIDT PORTLAND
LEONARD N. HALL CHARLESTON
FI-59(3)
7610

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG 1400 S W 5TH AVENUE
PORTLAND 97201

March 27, 1967

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following plan title sheets of proposed highway projects transmitted to us by your letter dated March 21, 1967 have been received:

Stanfield Junction-Pendleton Section, Old Oregon Trail Highway, Umatilla County.

Holmes Gap-Baskett Slough Section, Pacific Highway West, Polk County.

Burlington-Portland Section, Columbia River Highway, Multnomah County.

LaGrande Section, Old Oregon Trail Highway, Union County.

We anticipate no fishery conflicts with the first three projects, and they are approved.

The LaGrande Section of highway is being evaluated. Our comments will be forthcoming in the near future.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

3-30-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. W. Rullen (2)
R. D. Asburry (2)
A. F. Parson (4)

MAR 30 1967

fw

Routing
Morgan
Dekker
Bond
Barbur
Walker
Glenn
Swan
Stott
Litchfield
Olson
RECEIVED
MAR 30 1967
CONSTRUCTION
DIVISION

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PALMETER, DEPOE
VICE-CHAIRMAN
JOHN R. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
MAR 27 1967
STATE HIGHWAY ENGINEER

F-54(3)
7010

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. Box 3503
PORTLAND, OREGON 97208

Morgan
Lund
Barbee
Walker
Closs
Swan
Keating
Reed
Morelock
Trout
Scott
Wills
Litchfield
Olson

March 27, 1967

RECEIVED
MAR 3 1967
CONSTRUCTION
DIVISION

NOTED
F. B. KLABOE

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 21, 1967 which had enclosed the plan title sheets for a number of projects.

The following projects should have no adverse effect on fishery resources and are approved:

North Albany Interchange Section, Pacific Highway, Linn County
Stanfield Junction-Pendleton Section, Old Oregon Trail Highway, Umatilla County
Delena-Rainier Section, Columbia River Highway, Columbia County
Burlington-Portland Section, Columbia River Highway, Multnomah County
Reese Creek-Reese Creek Summit Section, FAS 287, Jackson County
Holmes Gap-Baskett Slough Section, Pacific Highway West, Polk County
Kent Section, FAS 666 and 668, Sherman County
Powell Valley Road-Duncan Road Section, Mt. Hood Highway, Clackamas County
Halsey-Eugene Section, Albany-Junction City and Pacific Highways, Lane and Linn Counties
Drake Creek-Warner Highway Section, FAS 807, Lake County

Regarding the LaGrande Section, we wish to consult with our regional personnel before approval. Considerable spawning of anadromous fish occurs in the area of the extensive channel change and some provisions may be needed.

We will write you regarding this project in a very short time.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
MAR 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

3-28-67 Copies to:

F. B. Klaboe	L.W. Rulien (4)
L. H. Young	R.D. Asburry (8)
Frank Hall (11)	L.R. Chandler (4)
T. C. Roake	J. F. Putnam (4)
J. E. Morelock	A. F. Pareon (4)

fw

ROK/dm

cc: Director OFC

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID P

(PPM 2

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION *(45 typewriter spaces)* 21	US 99W 1.49 Mi. N. Rickreall N. 4.02 Mi. 65		ADT	PRESENT	1,200	FUTURE (66)(70)	2,300	YEAR (71)	8
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28	Gr., Dr., High-Type Pave. 62	NATL. FOREST (63)(65)		FH ROUTE NO. (66)(69)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)
CARD 4	CLASS OF FEDERAL FUNDS	Primary										COUNTY NAME	Polk
	NAME OF URBAN AREA 17-31											ROUTE NO. P	FEDERAL - AID 9

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67)
5					PE		US 99W 1.49 Mi. N. Rickreall N. 4.02 Mi. (Holmes Gap-Baskett Slough Section)			
5					ROW					
5					CONST (CODE)			4.02	890,000	552,000
							PROJECT TOTALS	4.02	890,000	552,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Mi. (65)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		1,200	2,300	87	08	Oregon	35	012	468

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 15	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
					F-	59(3)			

COUNTY NAME: Polk — CODE: 053 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 9 (32) — STATE: 1W (36) (37) — U.S.: 99 (41)

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr., Dr., 2-12' lanes H.T. Pave. with 8' shoulders.
					ROW - 100' minimum; Access Control - partial; Parking Restrictions - none.
4.02	890,000	552,000	338,000		
4.02	890,000	552,000	338,000		

(16) (23) (24) (33) REMARKS

USCOMM DUSCOMM-DC 48905-P61

HOLMES GAP-BASKETT SLOUGH SECTION

PROJECT NO. F-59(3)

Existing Facilities

Roadway: The existing facility is two 10' lanes of portland cement with two 10' shoulders constructed in 1924 under FAP 59A. Alignment is very substandard with several sharp curves and inadequate sight distance.

Structures: 1-23' timber bent span with 25'4" horizontal clearance constructed in 1926.

Adjacent Sections

North End: 20' bituminous surface with 2' shoulders.
South End: 24' bituminous surface with 4' shoulders.

Project Data

Grade and drain, 2-12' lanes H.T. pavement with 8' shoulders. The existing structure to be replaced by a culvert.

Railroad Crossing Data

Name of RR	Southern Pacific Co.
No. of Tracks	1
No. of Trains	4 to 6
High Speed	None
Present Protection	Wigwag, 1 cross buck, 2 advance warning signs
Proposed Protection	No. 4 automatic gate signals with advance warning signs
RR Benefits	Maximum (Signals)

System Action, Airports, Water Development - None required.

Public Hearing - None required.

FORM E-123

RECEIVED
MAR 14 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-591-1
7010

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 13, 1967

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 623 - Hwy. G-Xing 5 miles N.
of Rickreall
Southern Pacific Company
Polk County

Dear Sir:

Herewith I hand you original and 5 copies of Motion to Amend Order No. 43385 and Substitute Drawing of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Southern Pacific Company, one copy for service upon Polk County, one copy for service upon Western Union Telegraph Company, and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. D. Morgan
R. D. Asburry
T. W. Litchfield

RECEIVED
MAR 15 1967
PUBLIC UTILITY COMMISSIONER

JLS:ja
3-9-67

PUX 623

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a Highway Grade Crossing over the tracks and right of way of the Southern Pacific Company, approximately five (5) miles north of the community of Rickreall, Oregon, in Polk County, ir the Southwest Quarter of the Southwest Quarter (SW¼SW¼) of Section 32, Township 6 South, Range 4 West, Willamette Meridian.	No. SXF-379 M O T I O N T O A M E N D O R D E R N O. 4 3 3 8 5 A N D S U B S T I T U T E D R A W I N G

Comes now the Applicant in the above matter and moves to substitute revised Drawing Number 9B-1-3, Sheets 1 and 2, Revised February 1967, in place of Drawing Number 9B-1-3, Sheets 1 and 2, dated September 1966, and to amend Order #43385 as follows:

In subparagraph (c) on page three delete "275" and insert "3600".

Dated at Salem, Oregon, this 10th day of March, 1967.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, R. L. PORTER, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing Motion to Amend Order No. 43385 and Substitute Drawing is true as I verily believe.

R. L. PORTER

Subscribed and sworn to before me this 10th day of March, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Amend Order No. 43385 and Substitute Drawing.

JACK L. SOLLIS
Utilities & Railroad Attorney

FORM E-123X SOH 7-66

RECEIVED
FEB 14 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-54(2)

7610

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 9, 1967

Pacific Northwest Bell Telephone Co.
410 NE Clackamas Street
Portland, Oregon 97232

ATTENTION: Mr. G.T. Westerfield

Re: Telephone Lines Adjustments
Holmes Gap-Baskett Slough Section
Pacific Highway West
Polk County
Project No. FA (10)

Gentlemen:

Reference is made to the letter from Jack L. Sollis, Legal Division, dated February 2, 1967, which set forth the extent of the conflict of your facility with subject project.

Item Number one as referred to in Paragraph 2, and listed on the attachments, of Mr. Sollis' letter which is located on centerline at Station 454+25 (incorrectly listed in letter at 554+25) has now been determined to not be part of your facility. Item Number one is therefore deleted.

The remaining conflicts are all located on public road right of way, and therefore are non-reimbursable under State rules and Bureau of Public Roads' Policy and Procedure Memorandum No. 30-4, dated October 15, 1966. The estimate and sketch map requested in Mr. Sollis' letter is no longer required.

The remainder of Mr. Sollis' letter is still valid.

Very truly yours,

F.D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

JMC:sg

cc: F.B. Klaboe
L.H. Young
C.H. Maison
R.D. Asburry
F.T. Lacey
E.J. Hall
F.W. Sugnet

RECEIVED
FEB 1 0 1967
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
MAR 7 - 1967
FOR FILING

Agenda
4i

F-59 (3)
7010

February 7, 1967

Board of County Commissioners
Polk County Courthouse
Dallas, Oregon 97338

MISC. CONTRACTS and
AGREEMENTS No. 3282

Gentlemen:

We are enclosing for your files a fully executed copy of a throughway agreement covering the Holmes Gap-Baskett Slough Section of the Pacific Highway West in Polk County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
JAN 24 1967
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

f-59(3)
7010

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 20, 1967

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Our File Pux 623 - Hwy. C-Xing
5 miles N. of Rickreall
Your No. SXF-379
Southern Pacific Company
Polk County

Dear Sir:

The State Highway Department will reimburse the railroad for the removal of the existing signals at the old crossing which will be abandoned, and the re-establishment of their right of way fence across the old road which will be abandoned.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: R. L. Porter
F. D. Morgan
T. W. Litchfield
R. D. Asburry

NOTED
R L PORTER

RECEIVED
JAN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JAN 17 1967

1 51(c)

1010

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 16, 1967

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

Attention: Mr. James Ritchie
Transportation Division

Re: Our File Pux 623 - Hwy. G-Xing
5 miles N. of Rickreall
Your No. SXF-379
Southern Pacific Company
Polk County

Dear Mr. Ritchie:

It is our understanding that the Public Utility Commissioner Investigator has determined that 2 advance warning signs should be constructed for this crossing.

The State Highway Department is agreeable to and will install and maintain 2 advance warning signs in conjunction with the signalization of this crossing.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: R. L. Porter
F. D. Morgan
T. W. Litchfield
R. D. Asburry

RECEIVED
JAN 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
JAN 12 1967
FOR FILING
F-71(3)
7/12

January 11, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the January 31 meeting will be a throughway agreement with Polk County pertaining to the Helmes Gap-Baskett Slough Section of Pacific Highway West (US99W) in Polk County.

This agreement provides for construction of the throughway, its intersections and separation structures by the State. It also provides for reconstruction of various county road connections which will revert to the County upon completion of construction, to be maintained by the County at its sole expense. Also covered under terms of this agreement are various matters of road closures, utility relocation, future road connections, et cetera.

Further, upon completion of the project, the State will assume or retain maintenance, jurisdiction, and control of the structures, intersections and connections within the access control area of the throughway to be constructed as part of the project.

The project is proposed to be advertised for bid letting in May, and if satisfactory bids are received and no other complications arise, the contracts would be under construction shortly thereafter. Estimated cost of the entire project is approximately $700,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
I. D. Merchant
D. H. Moehring
H. S. Cox
R. D. Asburry

DNH:nr bg

RECEIVED
FEB 7 - 1967

FORM E-90 50M 10-66 SP*23401-734

FOR FILING
-1-29(3)
2010

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1967

To: Mr. R. L. Porter
Deputy State Highway Engineer

B u i l d i n g

SUBJECT: Pux 623 - Hwy. G-Xing - 5 miles N. of Rickreall
Southern Pacific Company
Polk County

Herewith I hand you a copy of Order No. 43385, issued by the Public Utility Commissioner under date of January 26, 1967, relative to the above-titled matter.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. D. Morgan (2)
E. S. Hunter (2)
R. D. Asburry (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)
Harold Reynoldson (1)

RECEIVED
FEB 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Order #43385

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-379

In the matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct a Highway Grade Crossing over the tracks and right of way of the Southern Pacific Company, approximately five (5) miles north of the community of Rickreall, Oregon, in Polk County, in the Southwest Quarter of the Southwest Quarter (SW¼SW¼) of Section 32, Township 6 South, Range 4 West, Willamette Meridian.	ORDER

On October 25, 1966, the State of Oregon, by and through its State Highway Commission, filed Application seeking authority to establish a railroad-highway crossing at grade at the location set forth in the above title, alleging therein that such filing is made pursuant to provisions of ORS 366.205 and ORS 763.030; that the agencies affected by the proposed construction are the Southern Pacific Company, a "Railroad" as defined in ORS 763.010 (and hereinafter so referred to); Polk County and the Western Union Telegraph Company; that for the proper service and convenience of the travelling public Applicant proposes to reconstruct a portion of the Pacific Highway west, and that such reconstruction necessitates the abolishment of an existing highway grade crossing and the construction of a new highway grade crossing of the west side branch track of Southern Pacific Company.

Attached to and a part of the Application are two drawings numbered 9B-1-3, sheet 1, and 9B-1-3, sheet 2 which show the vicinity location, distances, dimensions and details relevant to the proposed project.

Notice of the receipt of the Application and copies thereof, including the attached drawings were duly served upon the Attorneys for Southern Pacific Company, the Superintendent for Southern Pacific, Polk County and the Western Union Telegraph Company. All of said parties subsequently advised the Commissioner that no objection would be made to the issuance of an order in accordance with the Application as filed.

Subsection (2) of ORS 763.080 permits the issuance of an order, under certain conditions and when no issues are raised, granting the authority or relief requested without the hearing otherwise required under this chapter. No such issues within the purview of the above cited statute are raised by any party to this proceeding. No need exists for public hearing herein and the expenses and delays that would be incurred by the holding of such hearing in this matter are not justified. Good cause appearing therefore, such hearing will not be held.

Based upon the Application, the record herein and an investigation in the field, it is found that:

Applicant is a "Public Authority", Southern Pacific Company is a "Railroad" and the public thoroughfare involved is a "Highway" all as defined in ORS 763.010.

Applicant proposes to construct a crossing at grade across the single west side branch line track of the Southern Pacific Company, and to abolish an existing grade crossing which is located approximately 335 feet south of the proposed crossing, when measured along the centerline of the railroad tracks, and which is identified in the Commissioner's Catalog of Railroad Crossings as Highway 99W (No. F-719.9).

The 1965 average daily traffic at this point was 1,100 vehicles per day, and it is projected to increase to 2,400 by 1978; that the the site of the proposed crossing there is an average of 4 to 6 freight train movements per day at a maximum speed of 40 miles per hour.

At the point of the proposed grade crossing, the highway will be composed of two 12-foot travel lanes with 12-foot stopping lanes and 4-foot paved shoulders. The centerline of the proposed highway intersects the existing

track at Highway Station 454+55.75 Point of Tangent which equals Railroad Station 953+14.56 Point of Tangent. The alignments of both the highway and the railroad at the point of intersection are tangent and intersect at an angle of 34°55' in the Northwest Quadrant. The proposed highway approaches the crossirg from the northeast on a descending grade of 0.4583 percent. crosses the tracks and descends in a southwesterly direction on this same grade.

The sight distances of persons and vehicles approaching the proposed crossing on Highway 99W will be as follows:

(a) From a point 50 feet easterly of crossing - 675 feet right and 800 fee to the left.

(b) From a point 50 feet westerly of crossing - 1200 feet to the right and 650 feet left.

(c) From a point 500 feet easterly of crossing - 275 feet right and 400 fett left.

(d) From a point 500 feet westerly of crossing - 1725 feet right and 900 feet left.

Applicant proposed in its Application, for the purpose of protecting traffic over the crossing, that there be installed two Commissioner's standard No. 2 flashing light signals supplemented with two Commissioner's standard No. 4 automatic gates. By letter dated January 16, 1967 Applicant agreed that it would install and maintain two advance warning signs in conjunction with its signalization of this crossing. By letter dated January 20, 1967 Applicant agreed that it would reimburse the railroad for the removal of the existing signals at the old crossing which will be abolished and the establishment of their right of way fence acrss the old road which will be abandoned.

Applicant further proposed that the construction and maintenance of the project be handled and the cost thereof be borne as follows:

<u>THINGS TO BE DONE BY APPLICANT</u>:

(a) Prepare plans, specifications, and award a contract for the construction of the highway.

(b) Except as hereinbelow stated under "THINGS TO BE DONE BY THE RAILROAD COMPANY AT ITS OWN

COST AND EXPENSE", reimburse the railroad for necessary expenditures in connection therewith.

THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY THE APPLICANT:

(a) Furnish and install two Commissioner's Standard No. 4 Automatic Gates equipped with Gongs and Flashing Lights on the mast which shall be located at appropriate locations along the highway on each side of the railroad track.

(b) Rearrange the railroad right of way fences to conform to the new construction.

(c) Make such rearrangement of communication lines as may be required.

(d) Provide and install preservative treated ties and ballast on and along the portion of the track to be covered by the highway roadway, install continuous rails throughout the crossing, and install a Gumwood Plank Crossing for a width, when measured along the centerline of the track, of 102 feet.

(e) Provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of the construction of the crossing.

THINGS TO BE DONE BY RAILROAD COMPANY AT ITS OWN COST AND EXPENSE:

(a) Maintain the railroad tracks, ties, ballast, fences, automatic gate signals, and other railroad facilities after construction of the crossing.

(b) Bear 10 per cent of the actual cost of installing Commissioner's Standard No. 4 Automatic Gate Signals.

No objections are made to the establishment and construction of the crossing as proposed or the abolishment of existing crossing No. F-719.9. When protected as set forth above, the new public crossing will be sufficiently safe for the normal use thereof that is now anticipated.

The method of construction and the terms for apportionment of the costs of construction and maintenance of the crossing and required warning devices, all as set forth hereinabove, are just and reasonable. Said proposal is, therefore, approved.

From the foregoing it is concluded that it is in the public interest that the Application be granted and the crossing be established in accordance with the following provisions. It is therefore

ORDERED that the Application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company at grade in the Southwest Quarter of the Southwest Quarter of Section 32, Township 6 South, Range 4 West, Willamette Meridian, near the community of Rickreall, in the County of Polk, Oregon, be and the same hereby is granted under the following terms and conditions:

1. The construction shall be done in a good and workmanship manner in accordance with modern accepted engineering practices and in conformity as to location, approach grades, elevation and angle of intersection with details as contained in the Application and on the drawings attached thereto;

2. The crossing shall be surfaced to a level with the top of rails for the full travelled width of the roadway and between the rails and to the ends of ties, with such materials or combination of materials as will make a smoothly contoured railroad surface;

3. There shall be installed in appropriate protective locations on each side of the crossing one Public Utility Commissioner's Standard No. 2 Flashing Light Signal supplemented with one Public Utility Commissioner's Standard No. 4 Automatic Gate. There shall also be installed in appropriate locations on each side of the crossing one Advance Warning Sign.

4. After completion of the crossing and installation of automatic signal devices and warning signs as herein authorized, petitioner shall reimburse railroad for closing crossing No. F-719.9, fencing the right of way across the old roadway and removing existing crossing protection.

5. Petitioner shall notify the Commissioner at such time crossing No. F-719.9 is closed and warning signs and protective devices are removed.

6. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDERED that the designation F-719.96 be assigned to and maintained at the crossing authorized herein as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon; and it is further

ORDERED that upon receipt of the notification as to the closing of crossing No. F-719.9 as above provided, such designation shall be stricken from the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 26th day of January, 1967.

Public Utility Commissioner

(SEAL)

RECEIVED
NOV 7 - 1966
FOR FILING
F-59(3)
9010

October 26, 1966

Agenda 30-4

93

Polk County Court
Courthouse
Dallas, Oregon

10-6-66

Gentlemen:

The State Highway Commission at its meeting on October 6 adopted a survey concerning improvement on the Holmes Gap-Baskett Slough Section of the Pacific Highway West.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 324" adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

Attachment

FORM S-133
RECEIVED
OCT 26 1966
FOR FILING

COMMISSIONER
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5(21
7010

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
October 24, 1966

NOTED
R. L PORTER

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 623 - Hwy. G-Xing 5 miles N.
of Rickreall
Southern Pacific Company
Polk County

Dear Sir:

Herewith I hand you original and 5 copies of application of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Southern Pacific Company, one copy for service upon Polk County, one copy for service upon Western Union Telegraph Company, and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. D. Morgan
R. D. Asburry
T. W. Litchfield

RECEIVED
OCT 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
10-20-66

PUX 623

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a Highway Grade Crossing over the tracks and right of way of the Southern Pacific Company, approximately five (5) miles north of the community of Rickreall, Oregon, in Polk County, in the Southwest Quarter of the Southwest Quarter (SW¼SW¼) of Section 32, Township 6 South, Range 4 West, Willamette Meridian.	A P P L I C A T I O N No._____

Comes now the Applicant State Highway Commission and files its Application in the above-titled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205 and 763.030.

III

That for the proper service and convenience of the travelling public, Applicant proposes to reconstruct a portion of the Pacific Highway West; said reconstruction necessitates the abandonment of the existing highway grade crossing and the construction of a new highway grade crossing of the West Side Branch track of the Southern Pacific Company. The new highway grade crossing and the existing highway grade crossing to be abandoned are shown on Oregon State Highway Department Drawing No. 9B-1-3, Sheets 1 and 2, titled PUC Map, Grade Crossing of S.P. Company Railroad, Holmes Gap-Baskett Slough Section, Pacific Highway West, Polk County, dated September, 1966; said drawing by reference hereto is made a part hereof. The proposed highway grade crossing constitutes

a new highway crossing of an existing railroad, but such construction makes possible the elimination of an existing grade crossing which is located approximately 335 feet south of the proposed highway grade crossing, when measured along the centerline of the railroad tracks, and which is identified in the Commissioner's Catalogue of Crossings as No. F-719.9. As the existing grade crossing is protected by Commissioner's Standard No. 1 Crossbucks and a single non-standard wigwag signal, participation of 10 per cent in the cost of the installation of crossing gates at the new highway grade crossing is requested from the railroad. The railroad will be reimbursed for all other expenses made necessary by this construction in accordance with Policy and Procedure Memorandum 30-3 and all supplements thereto.

IV

That the construction of an overpass or an underpass across the railroad tracks is not economically justified.

V

That the 1965 average daily traffic at this point was 1,100 vehicles per day, and it is projected to increase to 2,400 by 1978; that at the site of the proposed crossing there is an average of 4 to 6 freight train movements per day at a maximum speed of 40 miles per hour.

VI

That at the point of the proposed grade crossing, the highway will be composed of two 12-foot travel lanes with 12-foot stopping lanes and 4-foot paved shoulders. The centerline of the proposed highway intersects the existing track at Highway Station 454+55.75 Point on Tangent equals Railroad Station 953+14.56 Point on Tangent. The alignments of both the highway and the railroad at the point of intersection are tangent and intersect at an angle of 34°55' in the Northeast Quadrant. The proposed highway approaches the crossing from the northeast on a descending grade of 0.4583 percent, crosses the tracks and descends in a southwesterly direction on this same grade.

JLS:ja
10-20-66

VII

That the agencies affected by the proposed grade crossing are the Southern Pacific Company, Polk County and the Western Union Telegraph Company.

VIII

That this is a Federal-Aid Project and will be financed by funds from the Federal Government and the State Highway Department. The Southern Pacific Company will be asked to contribute 10 per cent of the actual cost of the installation of crossing gates.

IX

That sight distances approaching the proposed crossing are as follows:

From a point on the proposed highway
500 feet easterly of the crossing (Point A)

North - 275 feet
South - 400 feet

From a point on the proposed highway
500 feet westerly of the crossing (Point D)

North - 900 feet
South - 1,725 feet

From a point on the proposed highway
50 feet easterly of the crossing (Point B)

North - 675 feet
South - 800 feet

From a point on the proposed highway
50 feet westerly of the crossing (Point C)

North - 650 feet
South - 1,200 feet

X

That the Applicant proposes, for the purpose of protecting traffic across said crossing, there be installed two Public Utility Commissioner's Standard No. 4 Automatic Gates equipped with Auxiliary Flashing Light Signals and Gongs; and that the cost of installation of same be borne 90 per cent by the State, and 10 per cent by the railroad. The cost of maintenance of the signals should be borne by the railroad.

XI

That said proposed construction is in the Southwest Quarter of the Southwest Quarter (SW¼SW¼) of Section 32, Township 6 South, Range 4 West, Willamette Meridian, Polk County.

JLS:ja
10-20-66

XII

That the Applicant proposes the construction and maintenance of the project be handled and the cost thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans, specifications, and award a contract for the construction of the highway.

(b) Except as hereinbelow stated under "THINGS TO BE DONE BY THE RAILROAD COMPANY AT ITS OWN COST AND EXPENSE", reimburse the railroad for necessary expenditures in connection therewith, which reimbursement shall be made in accordance with the accounting practices provided under the terms of Policy and Procedure Memorandum 30-3, issued by the Bureau of Public Roads under date of October 15, 1966, and supplements and amendments thereto.

THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY THE APPLICANT:

(a) Furnish and install two Commissioner's Standard No. 4 Automatic Gates equipped with Gongs and Flashing Lights on the mast which shall be located at appropriate locations along the highway on each side of the railroad track.

(b) Rearrange the railroad right of way fences to conform to the new construction.

(c) Make such rearrangement of communication lines as may be required.

(d) Provide and install preservative treated ties and ballast on and along the portion of the track to be covered by the highway roadway, install continuous rails throughout the crossing, and install a Gumwood Plank Crossing for a width, when measured along the centerline of the track, of 102 feet.

(e) Provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of the construction of the crossing.

JLS:ja
10-20-66

THINGS TO BE DONE BY RAILROAD COMPANY AT ITS OWN COST AND EXPENSE:

(a) Maintain the railroad tracks, ties, ballast, fences, automatic gate signals, and other railroad facilities after construction of the crossing.

(b) Bear 10 per cent of the actual cost of installing Commissioner's Standard No. 4 Automatic Gate Signals.

Dated at Salem, Oregon, this 24th day of October, 1966.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, R. L. Porter, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

R. L. PORTER

Subscribed and sworn to before me this 24th day of October, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
SEP.30 1966
FOR FILING

F-59(3)

1010

a30

September 29, 1966

Oregon State Highway Commission

Gentlemen:

The survey on the Holmes Gap-Haskett Slough Section of the Pacific Highway West in Polk County has been completed. A public hearing on this section is not required. The length is four miles and I am attaching a map for your information.

The estimated cost of construction on this section is $975,000 and the estimated cost of right-of-way is $30,000, for a total estimated cost of $1,005,000.

I recommend your approval of the survey and request authority for the purchase of the necessary right-of-way, with construction to take place when funds are available.

This matter will be on the agenda for the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
D. H. Moehring
C. H. Maison
R. D. Asburry

BG:jr fn

TYPICAL SECTION

4.02

DRG. NO. 1R-4-242

PUBLIC HEARING None Required

SYSTEM ACTION

COUNTY None Required

STATE HIGHWAY COMMISSION None Reqired

BUREAU OF PUBLIC ROADS None Required

THROUGHWAY RESOLUTION ADOPTED November 3, 1948

ACCESS CONTROL Limited

APPROVED: SEP 29 1968

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

HOLMES GAP-BASKETT SLOUGH SEC

PACIFIC HIGHWAY WEST

POLK COUNTY

DRG. NO. 1R-4-242

SCALE: 1" = 2640' ±

DATE: September, 1966

FOR DETAILS SEE DRG. NO.

88-27-20

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

Section HOLMES GAP - BASKETT SLOUGH Highway PACIFIC WEST (FAR 9) County POLK Prefix 27-3(10)

Res. Engr. _____ Approx. Length 4± Miles. Sta. 431+85± to Sta. 644+00± Date 9-9-66

Truck A.D.T. 112 Traffic Coefficient 8.2 18 kip axle per day 78.5.

Annual Precipitation 49"± (Dallas) Frost Penetration. - - - - - - -.

(1)

Typical Soil
39 LL
12 PI
99 %P 10
89 %P200
1 %Gravel
4 %C Sand
6 %F Sand
57 %Silt
32 %Clay
5 "R" Value
[redacted]

AASHO CLASSIFICATION:
A-6 (9)

MATERIAL SOURCES:
To be determined
by the Engineer

NEW WORK

4.0" of Asphaltic Concrete.
2.0" of 3/4"-0 Level Course w/Binder.
17.5" of Crushed Base.

EXISTING ROADWAY
16'

IN PLACE
7.0" of P.C.C. (16' width)
5.0" Base
Placed about 1924
Assume 1/2 from Traffic Log.

(1)
Silty Clay

CBR Total Req.	Credit	Actual	
NEW WORK			
	8.8	4.0	A.C.
	2.0	2.0	Level
	17.5	17.5	Cr Base
27.5	27.5	23.5	
OVER EXISTING ROADWAY			
SEE SECTION			

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by _____ Staff Assistant
Recommended by _____ Engineer of Materials
Recommended by _____ Construction Engineer
Approved by _____ Asst. State Highway Engineer

Holmes Gap - Bassett Slough
Pacific West (FAR 7)
[illegible] County

"OTHER ROADS"

Truck ADT	A.C. [illegible]	3/4"- [illegible]	[illegible]	[illegible]	Actual [illegible]
30-90	3.5"	[illegible]"	[illegible]"	[illegible]"	[illegible]"
8-30	3.0"	[illegible]"	[illegible]"	[illegible]"	[illegible]"
1-8	2.0"	[illegible]"	[illegible]"	[illegible]"	[illegible]"
Cars Only	2.0"	[illegible]"	[illegible]"	[illegible]"	[illegible]"

[illegible]

[illegible]

SECTION: Holmes Gap - Beckett Slough

HIGHWAY: Pacific West (FAR 9)

COUNTY: Polk

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1200 (Total)

B. Future ADT 2000 (Total)

C. Mean ADT 1600 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 14 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .07 x (C) 1600 = 112

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 112 x (H) 100 % = 112

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.069

= 8.2

SECTION: Holmes Gap - Baskett Slough

HIGHWAY: Pacific West (PAR 9)

COUNTY: Polk

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
Remarks: when constructed to present OSHD Surfacing Thickness Standards

5. Cost Comparisons: See Remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., Oil, and P.C.C. with an A.C. overlay.

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Considerations: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks

13. Traffic Safety: See remarks

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This project consists of widening an existing facility (P.C.C. - 16' width) to 2 - 12' travel lanes.

The condition of the present roadway (P.C.C.) is such that a 4.0" A.C. overlay is warranted.

A.C. is more desirable for this type construction.

ER-171(2) #7011

M.P. 6.90 Slide Sec., Wilson R. Hwy. (Grad., pav. & struc.)

1967

S-1361

RECEIVED
JUN 17 1968
FOR FILING

ER-1712

7011

June 14, 1968

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

A post-final payment for $200 will be made to Ross Bros. Construction, Inc., on Contract No. 7011 for grading, paving, and structure on M.P. 6.90 Slide Section of the Wilson River Highway in Tillamook County, as soon as the warrant is prepared.

The total amount paid on this contract will be $241,005.83, including the post-final payment. Of the total, $9,134.90 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Ross Bros. Construction, Inc.
359 Apple Blossom Avenue N
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road NE
Salem, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JUL 9 - 1968

ER-1712
7011

Salem, Oregon
May 31, 1968

STOCKPILE SITES

File 36387 - 13561
M.P. 6.9 (Wilson River) Slide
Tillamook County

Mr. Earl F. Saling
Right of Way Office Manager

BUILDING

As requested in your memo, attached for further handling are two fully executed copies of a Ground Lease to Arnold and Alina Niederer and Dale C., Helen M., and Jack L. Turner covering an excess rock stockpile on the above-mentioned property.

We have retained a fully executed copy for the Commission's files.

C. W. Head, Assistant Secretary

fkn
Attachments

RECEIVED
MAY 17 1968
FOR FILING

ER-171(2)

7011

May 17, 1968

Grange Mutual Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

A second post-final payment for $6,851.46 will be made to Ross Bros. Construction, Inc., on Contract No. 7011 for grading, paving, and structure on M.P. 6.90 slide on the Wilson River Highway in Tillamook County as soon as the warrant is prepared.

The total amount paid on this contract will be $240,805.83 including the post-final payment. Of the total $9,134.90 is for force account work.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, North
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon 97303

C. H. Maison
Attn: John Herr

RECEIVED
FEB 20 1968
FOR FILING

EB-1716(2)

7011

February 20, 1968

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

A post-final payment for $250 will be made to Ross Bros. Construction, Inc., on Contract No. 7011 for grading, paving, and structure on M.P. 6.90 slide on the Wilson River Highway in Tillamook County as soon as the warrant is prepared.

The total amount paid on this contract will be $233,954.37 including the post-final payment. Of the total $9,134.90 is for forces account work.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ross Bros. Constr., Inc.
359 Apple Blossom Avenue, North
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon 97303

C. H. Maison
Attn: John Herr

ER-171(2)
7011

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: MP 6.90 Slide		WEEK ENDING: February 10, 1968
		SECTION PREFIX: 29-1085
HIGHWAY: Wilson River		COUNTY: Tillamook
NAME OF JOB: MP 6.90 Slide	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: Ross Bros. Const., Inc.	CONTRACT NUMBER: 7011	FEDERAL AID PROJECT NUMBER: ER-171(2)
DATE OF CONTRACT: June 5, 1967	DATE WORK STARTED: May 29, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 159	CALENDAR DAYS USED 159
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 267,877.88		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 245,082.12	ENGINEERING AUTHORIZATION $ 19,797.76	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 229,3 57.91	ENGINEERING COST TO DATE $ 22,913.45	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6 %	PERCENT OF AUTHORIZATION 116 %	DATE PROJECT WAS COMPLETED: November 21, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		Project complete					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.50	0.50			0.50
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.50	0.50			0.50
TOTAL ESTIMATED QUANTITIES (CONTRACT)	48,000	11,700			2,550
TOTAL QUANTITIES CORRECTED TO DATE	40,300	11,912			2,432
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	Same	Same			Same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project complete				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1979B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	cloudy	no		
MONDAY	clear	"		
TUESDAY	"	"		
WEDNESDAY	"	"		
THURSDAY	"	"		
FRIDAY	"	"		
SATURDAY				NOTED K. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work on this project this week.
We still have not received the claim from John Saxton of Oceanlake Paving, which was reported last week, but it will be analyzed and forwarded as soon as it is received. This is the only loose end left on the job.

FINAL REPORT

SIGNED C. H. Baker LOCATION Tillamook

Curtis H. Baker

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
FEB 8 - 1968
FOR FILING
ER-171(2)
7011

February 6, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed November 21, 1967, on Contract No. 7011. The contract was with Ross Brothers Construction, Inc., and was for grading, paving and a structure on the M.P. 6.90 Slide Section of the Wilson River Highway in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 6, 1968, and that you concur in this procedure at the Commission meeting on March 5.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

srb jes

RECEIVED
FEB 7 - 1968

ER-171(2)
7011

February 6, 1968

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 7011 awarded to Ross Brothers Construction, Inc., for grading, paving, and structure on the M. P. 6.90 Slide Section of the Wilson River Highway in Tillamook County was completed on November 21, 1967, and accepted by the Highway Commission on February 6, 1968.

Final payment in the amount of $8,501.61 will be released to the contractor after February 14, 1968. The total contract amount is $233,704.37 including $9,134.90 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Ross Bros. Construction, Inc.
359 Apple Blossom Avenue N
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road N.
Salem, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 19 1968
FOR FILING
ER-171(2)
7011

#3

January 24, 1968

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, North
Salem, Oregon 97303

Gentlemen:

The State Highway Commission at its meeting on January 23 considered your request for an extension of time on Contract No. 7011 on M.P. 6.90 slide on the Wilson River Highway in Tillamook County.

After considering the recommendation of the Engineer and other available information, the Commission increased the calendar days by 19.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc R. D. Asburry
C. H. Baker
L. E. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7011 Contractor Ross Bros. Construction, Inc.

Highway Wilson River

Section MP 6.90 Slide

Kind of Work Grade, Pave, & Structure

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows: ~~in part~~

The only work remaining at the time of the specified 140-calendar day completion date, November 2, was curb revision, backup plates on the guardrail and incidental cleanup. The first two items are strictly extra work and the cleanup was to some extent contingent upon these two items. As extra work is a basis for time extension, it is recommended a 19-day extension, that necessary to completely eliminate liquidated damage charges, be granted.

Recommended for Approval:

Asst Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

State Printing 37830

Contract No.	7011
Project designation	FR-171(2) State-Federal
Date awarded	June 5, 1967
Work started	May 29, 1967
Per cent completed	November 21, 1967 Date 100 %
No. of ~~Workdays~~ Calendar Days Allowed	140
No. of ~~Workdays~~ Calendar Days Used	159
No. of Added ~~Workdays~~ Requested	19

E--320 (Rev.)—8M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 14, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 140 days to 163 days, within which to complete our Contract No. 7011, without the assessment of liquidated damages. The said contract is described as follows:
Grading, Paving & Structure, M.P. 6.90 Slide Section, Wilson River Highway, Tillamook Co.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Work on curb revision, and waiting for delivery of special bolts, extended completion of the bridge to November 6, 1967. (4 days)

2. Special guardrail back-up plates needed, due to a revised guardrail, were not available until November 20, 1967. Need additional time for the installation . (19 days)

Respectfully submitted,

ROSS BROS. CONSTRUCTION, INC.
Contractor

By R. K. Ross

CONSENT OF SURETY

Date November 14, 1967, 19

We, Glens Falls Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

V. Lawrence Mueller
Attorney-in-fact

(SEAL)

Earl D. Lovland
Resident Agent

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 18, 1967

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-171(2)
Wilson River Slide Section
Contract Time Extension

Reference is made to your letter by Mr. Klaboe dated December 15, 1967 concerning a time extension for the subject project.

Based on the guardrail backup plates not being received on the project until November 20, 1967, we concur with your recommendation that the calendar days be increased by 19 days.

12-21-67
REFERRED TO
Oreg. Hwy. Engr.

RECEIVED
DEC 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 12-63 94076

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
M.P. 6.9 Slide Section
Wilson River Highway
Contract 7011

We have received from Ross Brothers, Inc., contractor on the subject contract, the attached request for an increase of 23 calendar days. The contractor's request is based on extra work added to the contract involving curb revision on the structure and guard rail backup plates.

This contract was awarded June 5, 1967, and the calendar day count started June 16, 1967, with 140 calendar days allowed. When the specified calendar days expired on November 2, 1967, virtually the only work remaining was concerned with installation of guard rail backup plates and the final work to be done in connection with the curb revision on the structure. Both of these items involved extra work added to the contract at a late date. The revised curb extra work order was dated October 17. Guard rail work was revised on Extra Work Order No. 2 dated November 2 (which as noted above was the required contract completion date) and Price Agreement Nos. 5 and 7 dated September 29, and October 30, respectively. The backup plates were covered by Price Agreement No. 5. The guard rail backup plates were not received on the project until November 20, and the contract was completed November 21, 1967, at which time 159 calendar days had been charged. Liquidated damages amounting to $1,900, based on the rate of $100 per day, have been assessed.

We recommend that the calendar days be increased by 19 which will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension appear to be valid.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan,
Construction Engineer

By John A. Bond
John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
DEC 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 22 1967
FORM NO. 3
EK-171(2)
7011

December 22, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 3
January 23, 1968 meeting

Gentlemen:

Ross Brothers, Inc., contractor on the slide section of the Wilson River Highway at M.P. 6.9 in Tillamook County, Contract No. 7011, has requested an increase of 23 calendar days in which to complete the work. The contractor's request is based on extra work added to the contract.

When the specified calendar days expired on November 2, 1967, virtually the only work remaining was the installation of guardrail backup plates which were added to comply with latest safety standards and minor finishing work in connection with a curb revision on the structure. Both of these items were done under extra work orders and price agreements added to the contract at a late date. The guardrail backup plates were not received on the project until November 20 and the contract was completed November 21, 1967, at which time 19 calendar days in excess of the number allowed had been charged. This delay involving extra work justifies an increase of 19 calendar days.

I recommend that the calendar days be increased by 19 which will eliminate all liquidated damages.

This is a Federal Aid Emergency Recovery project and we have Bureau of Public Roads concurrence.

This matter will be on the agenda for your consideration at the January 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
Enc. R. D. Asburry
srb fh

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7011 Contractor Ross Bros. Construction, Inc.

Highway Wilson River

Section MP 6.90 Slide

Kind of Work Grade, Pave, & Structure

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be ~~DENIED~~ or GRANTED./ The reasons for such recommendation are as follows:

~~Report~~

The only work remaining at the time of the specified 140-calendar day completion date, November 2, was curb revision, backup plates on the guardrail and incidental cleanup. The first two items are strictly extra work and the cleanup was to some extent contingent upon these two items. As extra work is a basis for time extension, it is recommended a 19-day extension, that necessary to completely eliminate liquidated damage charges, be granted.

Recommended for Approval:

Asst Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	7011
Project designation	FR-171(2) State-Federal
Date awarded	June 5, 1967
Work started	May 29, 1967
Per cent completed	November 21, 1967 Date 100 %
No. of ~~Workdays~~ Calendar Days Allowed	140
No. of ~~Workdays~~ Calendar Days Used	159
No. of Added ~~Workdays~~ Calendar Days Requested	19

State Printing 27939

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 14, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 140 days to 163 days, within which to complete our Contract No. 7011, without the assessment of liquidated damages. The said contract is described as follows:
Grading, Paving & Structure, N.P. 6.90 Slide Section, Wilson River Highway, Tillamook Co.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Work on curb revision, and waiting for delivery of special bolts, extended completion of the bridge to November 6, 1967. (4 days)
2. Special guardrail back-up plates needed, due to a revised guardrail, were not available until November 20, 1967. Need additional time for the installation . (19 days)

Respectfully submitted,

ROSS BROS. CONSTRUCTION, INC.
Contractor

By K. K. Ross

CONSENT OF SURETY

Date November 1, 1967, 19

We, Glens Falls Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

V. Lowene Mellet
Attorney-in-fact

(SEAL)

Earl R. Lundland
Resident Agent

RECEIVED
DEC 21 1967

UNITED STATES GOVERNMENT

Memorandum

ER-171(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-171(2)
Wilson River Slide Section
Contract Time Extension

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 18, 1967

In reply refer to: 08-35-DB

Reference is made to your letter by Mr. Klaboe dated December 15, 1967 concerning a time extension for the subject project.

Based on the guardrail backup plates not being received on the project until November 20, 1967, we concur with your recommendation that the calendar days be increased by 19 days.

12-21-67

REFERRED TO

Morgan Young Mgr
Asst. State Hwy. Engr.

RECEIVED
DEC 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 15 1967
FOR FILING
ER-171(2)
1011

December 15, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, M.P. 6.9 Slide Section, Wilson River Highway, Project ER-171(2)

We have received from Ross Brothers, Inc., contractor on this project, a request for an increase of 23 calendar days. The contractor's request is based on extra work added to the contract involving curb revision on the structure and guardrail backup plates.

This contract was awarded June 5, 1967, and the calendar day count started June 16, 1967, with 140 calendar days allowed. When the specified calendar days expired on November 2, 1967, virtually the only work remaining was concerned with installation of guardrail backup plates and the final work to be done in connection with the curb revision on the structure. Both of these items involved extra work added to the contract at a late date. The revised curb extra work order was dated October 17. Guardrail work was revised on Extra Work Order No. 2 dated November 2 (which as noted above was the required contract completion date) and Price Agreements Nos. 5 and 7 dated September 29 and October 30 respectively. The backup plates were covered by Price Agreement No. 5. The guardrail backup plates were not received on the project until November 20, and the contract was completed November 21, 1967, at which time 159 calendar days had been charged.

It is our recommendation that the calendar days be increased by 19 based on the delay involving the guardrail work. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nn srb

RECEIVED
DEC 8 - 1967

ER-1712
7011

December 7, 1967

Rose Bros. Construction, Inc.
329 Apple Blossom Ave., N.
Salem, Oregon 97308

Gentlemen:

Final inspection has been made by the Bureau of Public Roads on the M. P. 6.90 Slide Section of the Wilson River Highway in Tillamook County, Contract No. 7011, FA Project No. ER-17(2).

The contract work has been completed to the satisfaction of the Bureau of Public Roads. Your Materials Report, Form PR-47, must be submitted to the resident engineer prior to the State Highway Commission acceptance of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VG:ia

cc: R. L. Porter
C. H. Malson
F. D. Morgan
L. H. Young

RECEIVED
DEC 7 - 1967
Region
Wash DC
FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

(Edwards) FINAL
INTERMEDIATE CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

gyh

REGION NO.	REPORT NO.	COUNTY	STATE
8 ER-171(2)	2	Tillamook	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
11-29-67	Glenn K. Hossner, Area Engineer		ER-171(2)
IN COMPANY WITH	G. W. Wimer, Asst Div Engr, and C. H. Baker, Res Engr, OSHD; Lyle P. Renz, Asst Area Engr, and Leeds Chesshir, Engr Trainee, BPR		

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	159/140 = 114 %	100 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

MILE POINT 6.9 SLIDE CORRECTION
WILSON RIVER HIGHWAY
Grading, Paving and Structures

All work provided for under the contract portion of the project was completed on November 21, 1967. Seeding and emulsion work by State forces is approximately 75% complete. It is anticipated that this work will be completed on this date.

The progress on this project is considered satisfactory in spite of the overrun in contract time. The overrun in contract time resulted from additional work and changes in contract items which is justification for a time extension. The contractor has submitted a request for a time extension of 19 days and it is anticipated that it will receive favorable consideration.

Random measurements have been made and recorded in previous inspection reports.

The only significant item of work completed since the previous contact inspection consisted of installation of the guardrail backup plates. Random checks were made at these backup plates and they were found to be in substantial conformance with specification requirements.

The final report will be submitted upon receipt of necessary supporting documents.

RECEIVED
DEC 4 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

mcgaw 12-6-67

EDITION OF 5-60 MAY BE USED

RECEIVED GOVERNMENT
NOV 8 1967
FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

EK-171(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 22, 1967

In reply refer to: 08-35-DA

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

NOTED
F. B. KLABOE

SUBJECT: Oregon Inspection-in-Depth
Quality and Cost Control

We have completed our Statewide inspection-in-depth, Quantity and Cost Control - Phase 24. The inspections were made during the period June - October 1967.

We reviewed 12 projects which were located in 5 of the 6 State Highway divisions. The projects reviewed were as follows:

Division	Project Number	Project Name
Metro	I-405-8(13)	NW. Johnson - SW. Montgomery
	U-318(10)	Vista Ridge Eastbound Tunnel
1	I-80N-2(34)	Bonneville - Hood River County Line
	I-80N-2(35)	Cascade Locks - Mitchell Point
	F-240(3)	Forest Grove - Gaston
2	F-59(3)	Holmes Gap - Basket Slough
	ER-171(2)	Wilson River Highway Milepoint 6.9
	F-221(11)	Delena - Rainier
3	F-111(9)	Glen Aiken Creek - Gray Creek
5	I-80N-5(23)	Irrigon Junction - Stanfield Junction
	I-80N-5(27)	Stanfield Junction - Pendleton
	F-182(5)	Little Beech Creek - Fall Creek

The inspection and record control procedures at the project level provided good control, were in accordance with Oregon State Highway Department requirements, and were applied uniformly throughout the State.

This inspection disclosed that the Oregon State Highway Department has shown a marked improvement in record keeping practices since the last construction season. No significant findings were disclosed by this inspection-in-depth. We wish to commend the State for their improved record control procedures.

11-27-67
REFERRED TO Edwards
Irrigon - Arlington
BY ASST. STATE HWY. ENGR.
Good work!

RECEIVED
NOV 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cc Young

Form E-206—5M

ER-171(2)
11 7011

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Approved
Contingent upon modification of project agreement if additional funds are required.
Date OCT 30 1967 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name MP 6.90 Slide — Date November 2, 1967

Highway Wilson River — Contract No. 7011

County Tillamook — Prefix 29-1085

Contractor Ross Bros. Construction, Inc. — F. A. Project No. ER-171(2)

Address 359 Apple Blossom Ave., N., Salem 97303 — Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Relocate Guard Rail Posts

NOTED
F. B. KLABOE

Location by station numbers:

248+50 to 250+50

RECEIVED
NOV 21 1967

Estimate of quantities and cost:

Labor $150.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

About 3 or 4 guard rail posts at each corner of the bridge must be relocated to allow installation of blocks on the guard rail. Work does not lend itself to measurement for unit price payment.
Work is expected to begin on November 2, 1967, under verbal approval as of October 31, 1967.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 267,877.88	
Present estimate of project cost, including $ 150. for work under this order	$ 267,877.88	—
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ C. H. Baker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young

SP*23577-734

[illegible]
OCT 25 1967

FROM

Memorandum

ER-171(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7411

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 13, 1967

In reply refer to: 08-35.DB-3

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-171(2)
MP 6.90 Slide, Wilson River Highway
State Force Order No. 1
Total estimated amount of the Order: $1,750.00
Federal participation: $1,575.00

Reference is made to your letter dated October 11, 1967 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

NOTED
F.B. KLABOE

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

RECEIVED
OCT 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Young w/enc.
10-17-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—SM

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

project agreement for additional G-1 P
Cofunds are req...
Date 1967 By ...
OCT 9 1967 Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 1

Project Name MP 6.90 Slide Date September 27, 19 67

Highway Wilson River Contract No. 7011 F. A. Project No. ER-171(2)

County Tillamook Prefix 29-1085 Account No. 224, 238 -01

Description of Work To Be Done:

Seed and mulch approximately 7 acres of roadway slopes and slide area.

Location by Station Numbers:

Throughout the project as required.

Estimate of Quantities and Costs:

Lump sum estimate $1,750.00

Explanation:

An anticipated item which was included in the project authorization. Work under this order is expected to begin about Oct. 20, 1967.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 267,877.88
Present estimate of project cost, including $ 1,750. for work under this order	$ 267,877.88
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. H. Baker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer—Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

ER-171(2)

Form E-200—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 1 1967
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name M.P. 6.90 Slide — Date September 21, 1967

Highway Wilson River — Contract No. 7011

County Tillamook — Prefix 29-1085

Contractor Ross Bros. Const. Co. — F. A. Project No. ER-171(2)

Address 359 Apple Blossom Ave., Salem, Oregon 97303 — Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove old slide debris on upper side of road. Material is very wet, quite unlike other excavation on the project.

Excavated material to be wasted outside the project limits.

NOTED
F. B. KLABOE

Location by station numbers:

Sta. 238+50 f.

Estimate of quantities and cost:

Equipment Rental	$1,000
Labor	800
Contractor's Allowance	360
Total	$2,160

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Very wet mass of old slide debris in cut bank above the road poses a threat to traffic safety, and should be removed. Job conditions do not lend themselves to measurement on a unit price basis.

Work is expected to begin about Sept. 25, 1967, under verbal approval from Division.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$267,877.88	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $2,160 for work under this order	$248,082.12	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ C. H. Baker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young ~~Deputy State Highway Engineer~~ ~~State Highway Engineer~~

Approved 10-12-67

SP*23577-734

ER 171(2)

Form E-300—634

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name MP 6.90 Slide Date 25 August 1967

Highway Wilson River Contract No. 7011

County Tillamook Prefix 29-1085

Contractor Ross Bros. Construction, Inc. F. A. Project No. ER-171(2)

Address 359 Apple Blossom Ave., Salem, Oregon 97303 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct channel change at inlet of culvert, attempt to keep water above ground by making well-defined channel instead of spreading as it now does.

Location by station numbers:

339 Left

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$100.00
Equipment Rental	115.00
Contractor's Allowance	32.25
Total	$247.25

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The small creek runs into old slide debris and goes underground. A well-defined channel should help keep this water above ground, and make a better approach to the culvert for winter flow. Work under this order will start Aug. 28, under verbal approval as of Aug. 25. The work does not lend itself to measurement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $267,877.88

Present estimate of project cost, including $247.25 for work under this order $ same

Expected under-run / over-run amount . . . . . $ 0

Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. H. Baker — Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or

Approval Recommended: /s/ Gerald Wimer Asst. Division Engineer

Approved: /s/ L. H. Young Office Engineer.

SP*22577-734

ER-171(2)

Form S-300-GM

8

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are GI-P ed.
AUG 17 1967 ME Martin
... Engineer
... Code

Project Name M.P. 6.90 Slide Date August 9, 19 67

Highway Wilson River Contract No. 7011

County Tillamook Prefix 29-1085

Contractor Ross Bros. Const., Inc. F. A. Project No. ER-171(2)

Address 359 Apple Blossom Ave. N., Salem 97303 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Level slide debris, prepare area for seeding and mulching.

Location by station numbers:

Throughout project as needed - especially Sta. 345-355.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$ 480
Equipment	1,000
Contractor's Allowance	220
	$1,700

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This is an anticipated item for which $1.700 was set up in the project Authorization. The work does not lend itself to measurement for unit item payment.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 267,877.88	
Present estimate of project cost, including $ 1,700 for work under this order	$ 267,877.88	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ C. H. Baker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer, Ass't. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP-23677-791

Memo R. 28-67

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	PR-2 (1-66, 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
82		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY
8 7011	4-19-67	Tillamook
		PROJECT NO.
		ER-171(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

M.P. 6.90 Slide Section
Wilson River Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	8-5-65	0.503
RIGHTS-OF-WAY		
CONSTRUCTION	4-12-67	0.503
OTHER (Specify)		

FUNDS Pro Rata 63.49

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 261,371	$ 165,960.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Cabe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 19, 1967

Oregon State Highway Department

Federal-Aid
Project No. ER-171(2)

M. P. 6.90 SLIDE SECTION

WILSON RIVER HIGHWAY IN

TILLAMOOK COUNTY

Project agreement estimate.

Type Code P. E.

Preliminary Engineering	$ 2,600.00

Salem, Oregon, June 8, 1967

Type Code 6202
Roadwork (Sta. 334+65 to Sta. 361+20) (Contract No. 7011)

Clearing and Grubbing	All Required		$12,000.00
Selective Removal of Timber	30 sq. ft.	$ 5.00	150.00
General Excavation, Unclassified	48,000 cu. yd.	0.85	40,800.00
Embankment Foundation Excavation, Unclassified	1,300 cu. yd.	0.85	1,105.00
Finishing Roadbed and Slopes	All Required		750.00
Rounding Cutbanks	2,900 lin. ft.	0.20	580.00
Trench Excavation	360 cu. yd.	3.00	1,080.00
Special Backfill in Drains	40 cu. yd.	7.00	280.00
Watering	310 M-gal.	3.00	930.00
SS-1 Asphalt in Watering	2,250 gal.	0.40	900.00
3/4" - 0 Material in Base	1,000 cu. yd.	3.00	3,000.00
Stone Base	10,700 cu. yd.	2.90	31,030.00
Class "B" Asphalt Concrete	2,550 ton	13.00	33,150.00
Loose Riprap	6,200 cu. yd.	5.00	31,000.00
24-inch Metal Culvert Pipe	90 lin. ft.	5.00	450.00
8-inch Metal Drain Pipe	370 lin. ft.	2.00	740.00
Salvaging and Re-Laying Pipe	140 lin. ft.	3.00	420.00
24-inch Culvert End Sections	2 only	35.00	70.00
36-inch Culvert End Sections	1 only	65.00	65.00
Guide Posts, W-1	36 only	7.50	270.00
Guard Rail	2,000 lin. ft.	2.55	5,100.00
Rail End Pieces	6 only	4.50	27.00
Extra Guard Rail Posts	25 only	8.00	200.00
Extra for Painting Rails	600 lin. ft.	0.20	120.00
			$164,217.00

Anticipated Items

Flagging (57-1/2% of contractor's cost)	All Required		$ 3,000.00
	Subtotal		$167,217.00
	10% Engr. & Cont.		16,721.00
	Total		$183,938.00

Type Code X081
M. P. 6.90 Slide Bridge (Sta. 349+10 to Sta. 350+05) (Contract No. 7011)

Remove Old Bridge and Provide for Traffic	All Required		$ 6,000.00
Structural Excavation	190 cu. yd.	$ 6.00	1,140.00
Furnish 10 BP 42 Steel Piling	780 lin. ft.	6.00	4,680.00
Drive Steel Piles	24 only	120.00	2,880.00
Splice Steel Piles	6 only	40.00	240.00
Class "A" Concrete (71 cu. yd.)	All Required		7,000.00
4' x 95'/100' Prestressed Box Beam	11 only	3,600.00	39,600.00
Metal Reinforcement (8,330 lbs.)	All Required		2,500.00
Three Tube Steel Railing	190 lin. ft.	21.00	3,990.00
	Subtotal		$ 68,030.00
	10% Engr. & Cont.		6,803.00
			$ 74,833.00

Length of Roadway	0.485 mile
Length of Structure	0.018 mile
Total length	0.503 mile
Cost of Roadway per Mile	$379,253.61

Retained in Program Status

Prepare Area for Seeding and Mulching	All Required	$ 1,200.00
Seed and Mulch	All Required	500.00
		$ 1,700.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,600.00	$ 1,650.00	$ 950.00
Roadway	183,938.00	116,800.00	67,138.00
Structure	74,833.00	47,510.00	27,323.00
Subtotal	$261,371.00	$165,960.00	$95,411.00
Retained in Program Status	1,700.00	1,070.00	630.00
Total	$263,071.00	$167,030.00	$96,041.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

M. P. 6.90 SLIDE SECTION

Nonparticipating work

3/4" - 0 Material in Stockpile	3,000 cu. yd.	$3.50	$10,500.00
	Total		$10,500.00

Oregon State Highway Department

Federal-Aid
Project No. ER-171(2)

MP 6.90 SLIDE SECTION

WILSON RIVER HIGHWAY 101

TILLAMOOK COUNTY

PS&E Estimate

Salem, Oregon, April 10, 1967

Type Code 6202
Roadwork (Sta. 334+65 to Sta. 361+20)

Clearing and Grubbing	All Req.		$ 6,500.00
Selective Removal of Timber	30 sq.ft.	$ 8.00	240.00
General Excavation, Unclassified	48,000 cu.yd.	0.85	40,800.00
Embankment Foundation Excavation, Unclassified	1,300 cu.yd.	1.50	1,950.00
Finishing Roadbed and Slopes	All Req.		1,200.00
Rounding Cutbanks	2,900 lin.ft.	0.20	580.00
Trench Excavation	360 cu.yd.	3.00	1,080.00
Special Backfill in Drains	40 cu.yd.	8.00	320.00
Watering	310 M-gal.	3.00	930.00
SS-1 Asphalt in Watering	2,250 gal.	0.50	1,125.00
3/4" - 0 Material in Base	1,000 cu.yd.	4.00	4,000.00
Stone Base	10,700 cu.yd.	3.75	40,125.00
Class "B" Asphalt Concrete	2,550 ton	11.00	28,050.00
Loose Riprap	6,200 cu.yd.	6.25	38,750.00
24-inch Metal Culvert Pipe	90 lin.ft.	8.00	720.00
8-inch Metal Drain Pipe	370 lin.ft.	2.50	925.00
Salvaging and Re-laying Pipe	140 lin.ft.	5.00	700.00
24-inch Culvert End Sections	2 only	55.00	110.00
36-inch Culvert End Sections	1 only	135.00	135.00
Guide Posts, W-1	36 only	8.50	306.00
Guard Rail	2,000 lin.ft.	2.75	5,500.00
Rail End Pieces	6 only	5.00	30.00
Extra Guard Rail Posts	25 only	12.00	300.00
Extra for Painting Rails	600 lin.ft.	0.25	150.00
			$174,526.00

Anticipated Items

Flagging	All Req.	$ 3,000.00
	Subtotal	$177,526.00
	10% Engr. & Cont.	17,752.00
	Total	$195,278.00

Type Code K081
MP 6.90 Slide Bridge (Sta. 349+10 to Sta. 350+05)

Remove Old Bridge and Provide for Traffic	All Req.		$ 6,000.00
Structural Excavation	190 cu.yd.	$ 10.00	1,900.00
Furnish 10 BP 42 Steel Piling	780 lin.ft.	6.00	4,680.00
Drive Steel Piles	24 only	100.00	2,400.00
Splice Steel Piles	6 only	50.00	300.00
Class "A" Concrete (71 cu.yd. @ $90.00)	All Req.		6,390.00
4' x 95'/100' Prestressed Box Beam	11 only	4,000.00	44,000.00
Metal Reinforcement (8,330 lbs. @ $0.16)	All Req.		1,332.80
Three Tube Steel Railing	190 lin.ft.	20.00	3,800.00
		Subtotal	$70,802.80
		10% Engr. & Cont.	7,080.20
		Total	$77,883.00

Length of Roadway - - - - - - - - - 0.485 Mile
Length of Structure - - - - - - - - 0.018 Mile
Total Length - - - - - - - - - - - - 0.503 Mile

Cost of Roadway Per Mile - - - - - $402,635.05

RETAINED IN PROGRAM STATUS

Prepare Area for Seeding and Mulching	All Req.	$1,200.00
Seed and Mulch	All Req.	500.00
		$1,700.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$195,278.00	$124,000.00	$ 71,278.00
Structure	77,883.00	19,145.00	58,738.00
Subtotal	$273,161.00	$143,145.00	$130,016.00
Retained in Program Status	1,700.00	1,000.00	700.00
Total	$274,861.00	$144,145.00	$130,716.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Note: Federal funds setup short of full prorata but does not constitute a firm commitment as additional funds will be requested prior to submitting project agreement estimate.

MP 6.90 SLIDE SECTION

NONPARTICIPATING WORK

3/4" - 0 Material in Stockpile	3,000 cu.yd.	3.25	$9,750.00
		Total	$9,750.00

MP 6.90 SLIDE SECTION

PRESTRESSED BOX BEAM QUANTITIES

4' x 95'/100' Prestressed Box Beams

Overhead			$ 400.00
Class "AA" Concrete	22 cu.yd.	90.00	1,980.00
Reinforcement	4,575 lbs.	0.14	640.50
Prestress Wire	1,868 lbs.	0.50	934.00
			$3,954.50
		Use	$4,000.00

Oregon State Highway Department

Federal-Aid
Project No. RH-171(2)

M.P. 690 SLIDE SECTION

WILSON RIVER HIGHWAY IN

TILLAMOOK COUNTY

P.S. & E. Estimate

Salem, Oregon, February 20, 1967

Type Code 6202
Roadwork (Sta. 334+65 to Sta. 361+20)

Clearing and Grubbing	All	Required		$6,500.00
Selective Removal of Timber	30	sq.ft.	$8.00	240.00
General Excavation, Unclassified	48,000	cu.yd.	0.85	40,800.00
Embankment Foundation Excavation, Unclassified	1,300	cu.yd.	1.50	1,950.00
Finishing Roadbed and Slopes	All	Required		1,200.00
Rounding Cutbanks	2,900	lin.ft.	0.20	580.00
Trench Excavation	360	cu.yd.	3.00	1,080.00
Special Backfill in Drains	40	cu.yd.	8.00	320.00
Watering	310	M-gal.	3.00	930.00
SS-1 Asphalt in Watering	2,250	gal.	0.50	1,125.00
3/4" - 0 Material in Base	1,000	cu.yd.	3.65	3,650.00
Stone Base	10,700	cu.yd.	3.40	36,380.00
Class "B" Asphalt Concrete	2,550	ton	10.00	25,500.00
Loose Riprap	6,200	cu.yd.	6.25	38,750.00
24-inch Metal Culvert Pipe	90	lin.ft.	8.00	720.00
8-inch Metal Drain Pipe	370	lin.ft.	2.50	925.00
Salvaging and Re-laying Pipe	140	lin.ft.	5.00	700.00
24-inch Culvert End Sections	2	only	55.00	110.00
36-inch Culvert End Sections	1	only	135.00	135.00
Guide Posts, W-1	36	only	8.50	306.00
Guard Rail	2,000	lin.ft.	2.75	5,500.00
Rail End Pieces	6	only	5.00	30.00
Extra Guard Rail Posts	25	only	12.00	300.00
Extra for Painting Rails	600	lin.ft.	0.25	150.00
				$167,881.00

Anticipated Items

Flagging	All	Required	1,000.00
		Subtotal	$170,881.00
		10% Engr. & Cont.	17,088.00
		Total	$187,969.00

Type Code X081
M.P. 6.90 Slide Bridge (Sta. 349+10 to Sta. 350+05)

Remove Old Bridge and Provide for Traffic	All Required		$ 6,000.00
Structural Excavation	190 cu.yd.	10.00	1,900.00
Furnish 10 BP 42 Steel Piling	780 lin.ft.	6.00	4,680.00
Drive Steel Piles	24 only	100.00	2,400.00
Splice Steel Piles	6 only	50.00	300.00
Class "A" Concrete (71 c.y. @ $90.00)	All Required		6,390.00
4' x 95'/100' Prestressed Box Beams	11 only	4,000.00	44,000.00
Metal Reinforcement (8,330 lbs. @$0.16)	All Required		1,332.80
Three Tube Steel Railing	190 lin.ft.	20.00	3,800.00
	Subtotal		$ 70,802.80
	10% Engr. & Cont.		7,080.20
	Total		$ 77,883.00

Length of Roadway - - - - - - - - - - - - - - - 0.485 mile
Length of Structure - - - - - - - - - - - - - - 0.018 mile
Total Length - - - - - 0.503 mile

Cost of Roadway Per Mile - - - - - - - - - - $387,564.95

Retained in Preserved Status

Prepare Area for Seeding & Mulching	All Required	$ 1,200.00
Seed & Mulch	All Required	500.00
		$ 1,700.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$187,969.00	$119,300.00	$ 68,669.00
Structure	77,883.00	49,300.00	28,383.00
Subtotal	$265,852.00	$168,600.00	$ 97,052.00
Retained in Program Status	1,700.00	1,079.00	621.00
Total	$267,552.00	$169,679.00	$ 97,673.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

STATE WORK

3/4" - 0 Material in Stockpile	3,000 cu.yd.	$3.25	$9,750.00
		Total	$9,750.00

M.P. 6.90 SLIDE SECTION

PRESTRESSED BOX BEAM QUANTITIES

4' x 95'/100' Prestressed Box Beams

Overhead	All Required		$ 400.00
Class AA Conc.	22 cu.yd.	$90.00	1,980.00
Reinf.	4,575 lbs.	0.14	640.50
Prestress Wire	1,868 lbs.	0.50	934.00
			$3,954.50
		Use	$4,000.00

RECEIVED
JUN 14 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

7011

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street N.E.
Salem, Oregon 97301

DATE: June 8, 1967

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-171(2)
Wilson River Slide Section (MP 6.9)
Grading, Paving and Structures

The increase of $22,885 in emergency funds (098) requested by Mr. Young's May 19, 1967 letter was approved by our Washington Office effective June 2, 1967.

As requested in Mr. Young's letter of June 8, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 5, 1967 in the award of Contract No. 7011 to Ross Bros. Construction, Inc. of Salem, low bidder in the amount of $242,747.00 at the May 11, 1967 bid opening.

Our April 12, 1967 P.S. & E. letter authorized you to proceed with the contractor's flagging; the amount authorized is hereby reduced to $3,000.00 to agree with the amount in your P.S. & E. estimate.

6-13-67
REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
JUN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 27 1967
FOR FILING
EP 1711(2)
7011

June 5, 1967

Ross Bros. Construction, Inc.
359 Apple Blossom Ave., N.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on May 17, 1967, accepted your proposal for grading, paving and structure on M.P. 6.90 Slide Section of the Wilson River Highway in Tillamook County for the sum of $242,747.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7011. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 16, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
R. D. Asburry
C. H. Baker
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
MAY 22 1967

FOR FILING

Fred W. Hill, Member
Helix
7/11

May 19, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

MP 6.9 Slide (Wilson River Hwy.)
Project No. ER-171(2)
Item No. ER-213

Dear Sir:

We hereby request additional funds to finance the above-mentioned project in accordance with the following tabulation:

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,600.00	$ 1,650.00	$ 950.00
Roadway	183,938.00	116,800.00	67,138.00
Structure	74,833.00	47,510.00	27,323.00
Anticipated Items	1,700.00	1,070.00	630.00
Total	$263,071.00	$167,030.00	$96,041.00

The present authorization for this project is $144,145.00 leaving a balance necessary to complete the project of $22,885.00

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

DAR:bb

cc: F. B. Klaboe
R. H. Chase

RECEIVED
APR 24 1967

Form CD-12f (11-63) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

FOR TIMING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

ER-171(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7011

DATE: April 12, 1967

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-171(2)
Wilson River Slide Section (M.P.6.9.)
Grading, paving & structure

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project as indicated in Mr. Oakes' March 28, 1967 report except for the following:

File No. 39813 - Carr

We understand the above file will be clear by date of bid letting either by option or condemnation and available for contractor's use prior to your request for our concurrence in award.

According to Mr. Litchfield's Utility Status Report, the adjustments for the following utilities will be non-reimbursable:

Pacific Northwest Bell Co.
Tillamook People's Utility District

However, it will be necessary for you to certify that necessary arrangements have been made for proper coordination of such work and also to furnish this office the serial numbers for permits issued to the above utility companies prior to your request for our concurrence in award.

You are authorized to proceed with the contractor's flagging included in your estimate for $5,000.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 1 - Earthwork	March 1967
Division II - Part 2 - Bases	March 1967
Division II - Part 3 - Surfacing & Pavements	March 1967
Division II - Part 4 - Structures	March 1967
Division II - Part 7 - Incidentals	March 1967

(more)

REFERRED TO
Yeung w/ enc.
By Asst. State Hwy. Engr. 4-24-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's April 10, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachment

RECEIVED

RECEIVED
MAR 10 1967

477 Cottage Street, NE
Salem, Oregon 97301

Mr. Ferrent Cooper, State Highway Engineer
Salem, Oregon

March 6, 1967

08-35.EC/710.16

X-file: ER-171(2)

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
T. Bec
By: Eng. Coordinator
T. Bec
Engineering Coordinator

Oregon Federal-aid Emergency Program
Floods of December 1964 and January 1965

Mr. Young's February 6, 1967 letter submitted for approval a PR-9 for the following project for advancement from Stage 1 to Stage 2 and increasing the cost to reflect the latest estimate. Our Washington office approved this project effective February 27, 1967.

Item	Project	Location	Work
213	ER-171(2)	Wilson River Highway (Milepoint 6.9)	1 Br. & P.E.

Preliminary Engineering for this project was authorized August 5, 1965.

Washington was unable to comply with your request to utilize 094 and 096 appropriations, therefore an allotment of $144,145 Federal Emergency funds were released as 098 (1967 FY) funds.

RECEIVED
MAR 8 1967
OFFICE ENGINEERING
DIVISION

RECEIVED
MAR 2 - 1967

Form GO-121 (11-63) (Prev. Ed. U.S. 20d-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 24, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-171(2)
Wilson River Slide Section
Availability of Right of Way

Mr. Chase's February 21, 1967 letter requested a waiver of availability of right of way for two parcels on the subject project under the provisions of PPM 21-6.3(6e).

We have reviewed the data submitted and do not feel that this waiver can be construed as a very unusual circumstance as denoted by paragraph 7 of PPM 21-12 or 6 of PPM 21-6.3. We have often mentioned that waivers of the policy should be infrequent and rare exceptions. Our September 9, 1966 memorandum on I-5-4(54)197 cautioned you on this same procedure.

Granting of such a waiver would be contingent upon our Washington office advancing this project to Stage 2 by the construction authorization date for the March 23 bid opening which is only 3 days hence. However, delaying the project to the May 4 bid opening or slightly more than 40 days should insure availability of right of way and the receipt of the Stage 2 approval. Furthermore, it does not appear to us that the project scheduling is such that a 40-day delay will seriously inconvenience the public.

We, therefore, defer any action on Mr. Chase's request unless additional information is furnished to justify our reconsideration.

Young 3-1-67

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 23 1967
FOR FILING

February 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

MP 3.90 Slide Section
Project No. ER-171(2)

Dear Sir:

We hereby request that the requirements of subparagraph 8e of PR# 21-3.3 relative to the contractor's working restrictions, immediate occupancy and use at the anticipated award date, be waived as being in the public interest for the above-mentioned project.

There are two small and remote parcels to which we haven't obtained permits of entry. The contract specifications will restrict the contractor's operation on these properties until after April 24, 1967. The properties are located as follows:

File No.	Location	Improvements
39813	Rt. Sta. 338+50	None
39817	Lt. Sta. 341+00	None

We have been unable to locate the owners of these two parcels as one is in the service and the other is out of town, therefore to secure entry we will file condemnation and this can be accomplished by April 24, 1967.

The State's Division Engineer has made an engineering determination that there will be no hardship to the contractor or extra cost to the State in holding these areas out of the contract until April 24, 1967.

We are submitting two copies of sketch maps depicting the areas involved.

If any further information is necessary, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. E. Chase
Assistant Office Engineer

DAR:bb
cc: F. B. Klauss
D. H. Moehring
H. E. Chase

J. R. Oakes

RECEIVED
FEB 28 1967
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 20, 1967

To: Mr. L. H. Young
Office Engineer

B U I L D I N G

SUBJECT: Right of Way Status
ER PROJECT
March 23 Bid Opening

On the following ER project we have acquired rights of entry except for the following files:

Wilson River Slide, M.P. 6.9
Wilson River Highway
Tillamook County

Files 39813, 39817

As it has been determined by the Division Engineer that there will be no hardship to the contractor or to the State to hold these small parcels from the contract, the special provisions are being revised to include this restriction until April 24, 1967.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

NOTED
F. B. KLABOE

JRO:CE
cc: F. B. Klaboe
C. H. Maison
G. E. Rohde
M. R. Mitchell
W. H. Haskin
Frank Lowe
Duane Ridings

RECEIVED
FEB 21 1967
OFFICE
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR APP
OF INDIVIDUAL PROJECT P
(PPM 21-1 AND

CARD																					
2	REPORT NUMBER (19)–(20)	2	PROJECT LOCATION (45 typewriter spaces) 21–65	SR 6 6.7 mi. E. Tillamook E. 0.5 mi.			ADT		1,650		FUTURE (66)–(70)	2,800	YEAR (71)–(72)	87							
3	CHARACTER OF PROPOSED WORK (35 spaces) 28–62	PE, Gr., Dr., High-Type Pave, 1 Br.	NATL. FOREST (63)–(65)		FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)–(68)		SUPV AGCY 69		DA CLASSIF. 70		DA AREA 71		EMERG. YR. 72–73	64-1	PL AUTH YR. 74–75						
4	CLASS OF FEDERAL FUNDS [1]	Emergency Relief													COUNTY NAME	Till					
	NAME OF URBAN AREA 17-31						F.A. SYSTEM	Primary													

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE (43–46)	STEP (53)	STATUS (54)–(56)	ITEM NUMBER	PROJECT NUMBER	TERMINI (59)–(66)	MILES (67)–(70)	TOTAL COST (71)–(78)
1	(1-18)	16	41	42								
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 1	213	ER-171(2)	SR 6 6.7 mi. E. of Tillamook E. 0.3 mi. (Slide Area at MP 6.9 on Wilson River Hwy.)		2,000 100,000
										PROJECT TOTAL	0.3	102,000
5					PE ROW CONST		REQUESTED REVISION Stage 2	213	ER-171(2)	SR 6 6.7 mi. E. of Tillamook E. 0.5 mi. (Slide Area at MP 6.9 on Wilson River Hwy.)		2,000 223,000
										PROJECT TOTAL	0.5	225,000

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To advance project to Stage 2. conform with latest estimate and increase bridge
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED
July 29, 1965	DATE: February 6, 1967	DATE:
OTHER:	SIGNATURE:	SIGNATURE:
	Office Engineer	TITLE:

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
	ADT	1,650	2,800 / 87	08	Oregon	35		213

FOR MISCELLANEOUS FUNDS ONLY

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR.
			64-1	

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER-AGR. NO.
ER-	171(2)

I PROJECTS ONLY

POST MI.	DESIG.

COUNTY NAME: Tillamook — CODE: 057

SYSTEM: Primary — RTE NO.: P — FEDERAL AID: 35 — STATE: 37 — U.S.:

TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
SR 6 6.7 mi. E. of Tillamook E. 0.3 mi. (Slide Area at MP 6.9 on Wilson River Hwy.)		2,000 100,000			PE incl. PS and E prep. Gr., dr. 2-12' lanes, H.T. pave with 8' shoulders, 1 concrete bridge, length 50', HC 40'.
PROJECT TOTAL	0.3	102,000			
SR 6 6.7 mi. E. of Tillamook E. 0.5 mi. (Slide Area at MP 6.9 on Wilson River Hwy.)		2,000 223,000	1,270 142,875	730 80,125	PE incl. PS and E prep. Gr., dr. 2-12' lanes, H.T. pave with 8' shoulders, 1 concrete bridge, length 95', HC 42'.
PROJECT TOTAL	0.5	225,000	144,145	80,855	

REASON FOR CHANGE: To advance project to Stage 2. Increase project length to 0.5 mi. Cost to conform with latest estimate and increase bridge length to 95'. (See reverse side)

SION REQUESTED	RECOMMENDED	APPROVED
6, 1967	DATE	DATE
	SIGNATURE	SIGNATURE
	TITLE	TITLE

how both classes of funds involved.

USCOMM-DC 48903-P61

The necessary studies of the slide area have been completed and the design for the restoration of the highway has been completed.

It is desired to contract the restoration work as soon as possible.

There are sufficient funds available to cover this project in 094 and 096 apportionments.

RECEIVED
MAY 31 1966

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-171(2)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 25, 1966

In reply refer to: 08-35-EC/710.16
XRef: ER-171(2)

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Emergency Program Floods of December 1964 and January 1965

Mr. Young's May 19 letter requested our concurrence in the continued delay of advancement of Oregon project ER-171(2) Wilson River Slide Structure to Stage II.

It was our understanding upon submission of our April 22, 1965 program memorandum to you which quoted a portion of a Washington office suggestion to use the Stage I procedure, that construction would most likely be delayed approximately three years. Furthermore, the July 29, 1965 approval of Item 213 recognized this delay as stated in the "Remarks" block of the PR-1 form.

Although we do not consider reconcurrence necessary of your previously approved plan you may consider this memorandum as indicating our reconcurrence.

REFERRED TO
Young - Edwards
ASST. STATE HWY. ENGR.
5-31-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM S-123X 50M 7-65

RECEIVED
MAY 20 1966
FOR FILING

ER-171(2)

734

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 19, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Project ER-171(2)
Wilson River Slide (MP 6.9)

Dear Sir:

NOTED
F. B. KLABOE

This is to confirm the recent discussions by Mr. Asburry and Mr. Chase with Mr. Hosmer in which it was agreed to delay the reconstruction of the Wilson River Highway at MP 6.9, as programmed under Stage I Project ER-171(2), until next year as the major slide area has not completely stabilized.

We are submitting a copy of a memorandum by Mr. Fretwell, our Division Geologist, setting forth the reasons the construction should be delayed, and a copy of Mr. Asburry's memorandum dated May 2, 1966, recommending the delay of the construction.

We hereby request your concurrence in the delay of reconstruction for a year or more to allow the slide area to further stabilize so that a major slide will not reoccur. We also request your confirmation that such a delay will not jeopardize the eligibility of ER funds for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

This letter will provide documentation requested by F.B. Klaboe's Assignment No. 734 dated 5-17-66

Routing
Marx
Docker
Bond
Barboo
Walker
Gloan
Swan
Moreledge
West
Scott
Wills

RECEIVED
MAY 20 1966
MAIN CONSTRUCTION
OFFICE OF
STATE HIGHWAY ENGINEER

cc: F. B. Klaboe
F. D. Morgan
R. N. Chase

7011

FORM E-30X—10M—1-65 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 2, 1966

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

SUBJECT: Slide
Mile Point 6.9
Wilson River Highway

As you may know, the large slide at the subject location took out our highway early in 1965. At the time we were fearful of more activity in such a scale that we did not want to build a permanent facility at that time; in place, build a temporary bridge with the idea that it would carry traffic for a few years until we were more definite that no recurrence of the slide in major proportions would occur to take out our facility.

No major trouble developed at this area over the past winter so plans were being prepared to construct a permanent bridge at this location. Being apprehensive of this, we have had our Division Geologist investigate the conditions above the bridge. His report indicates that more time should be allowed to let the trouble spots above the road further heal and consolidate before a permanent structure is constructed. See attached copy of his report. In view of this, this office strongly recommends that we do not build a new structure at this location now. The present facility, though substandard, is adequate to handle traffic until we are more assured that no major slide will reoccur at this location, holding up any future construction in this area for one more year or possibly longer.

This has been discussed with Bureau of Public Roads Area Engineer Glenn Hossner, who said that the project had originally been programmed in this manner and he was sure that the delay would not forfeit the E.R. funds.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:am
cc Wm. R. Fretwell

RECEIVED

FORM 8-30X 50M 3-65 40606

RECEIVED
MAY 3 1966
OFFICE OF
DIVISION ENGINEER
REGION 2

Routing
Name
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RECEIVED
MAY 1966
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1966

To:
Mr. R. D. Asburry
Division Engineer
O F F I C E

SUBJECT:
M.P. 7.0 Slide
Wilson River Highway
Tillamook County
Prefix: 37-1418-910

On Tuesday, April 26, 1966 I walked over the above mentioned slide for the purpose of determining its relative stability and general overall condition.

I found the slide to be drying out as was hoped but I also found some potential trouble spots. The lower canyon, from the upper forks to the Highway, has crusted on top, deep enough to allow foot traffic across it. This mass is still quite fluid and unstable at depth, however and shows several trans-verse cracks and breaks indicating some recent movement. In the upper portion, along the steeper faces, there are one or two masses of material encomposing 15,000± cu. yds. hanging precariously to the rock faces. These could be triggered into movement at any time. The upper basin is quite an unknown factor because nothing is known of its previous configuration. It is assumed that the material that now fills the basin is about 60' - 70' thick.

The basin area is badly broken and quite wet. The area now drains to the east behind the rock rib. There seems to be continued flaking off and breakage of the area surrounding the basin and larger cracks in the backslopes are evident on all sides.

In view of the conditions now existing, it would be advisable to allow the slide mass a longer period of time to dry out and stabilize. To facilitate this, I would recommend some surface work be done in the basin area. That is buck-up the downed trees, burn all downed limbs and brush and ditch the surface extensively to allow a rapid runn-off of surface waters.

William R. Fretwell

William R. Fretwell
Division Geologist

WRF:ks

cc: Mr. G. L. Decker
Mr. Curt Baker

Form CD-121 (11-63) (Prev. by A.O. 206-10)

RECEIVED AUG 6 - 1965 FHWA-PLNG

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 5, 1965

In reply refer to:
08-35.3-EC/710.16

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Emergency Program - Floods of December 1964 and January 1965

Our Washington office has reviewed and approved the below listed projects on the subject program at the full pro-rata share of emergency funds, with exceptions as noted below:

Item	Project	Location	ER Funds	Action
169	ER-149(3)	Linn Co.Line-Lane Co.Line	$49,400	Appv'd 7/29/65
172	ER-200(1)	4 Mi. S. Jct. FA 29	2,200	"
177	ER-105(2)	Salem-Niagara Sec.	6,400	"
202	ER-184(4)	Bullards Br.	1,900	"
204	ER-218(1)	S.E. Island City	4,100	"
206	ERFO-219(2)	Jct. John Day Hwy. N.	0	Disapproved
207	ER-220(1)	Jct. The Dalles Hwy. S.	0	Disapproved
208	ER-96(7)	Blalock Interchange	0	Disapproved
213	ER-171(2)	Wilson River Br.	0	(Stage 1) 7/29/65
214	ER-134(4)	College Rd. Sec. (Bend)	9,500	Appv'd 7/29/65
215	ERFO-134(5)	Cultus Lake Sec. Co. Rd.	3,500	"
219	ER-149(5)	Central Cemetery Dike	0	Disapproved
220	ER-221(1)	Will. Riv. Br. (Oregon City)	760	Appv'd 7/29/65

You are authorized to proceed with preliminary engineering in connection with Item 213. Program approval and this authorization to proceed with the Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating, in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

Items 206, 207 and 208, Projects ERFO-219(2), ER-220(1) and ER-96(7) were all disapproved as in general the work was considered to be heavy maintenance by our field inspection and thereby not eligible for emergency funds.

Item 219, ER-149(5) for river dike work approximately 5 miles away from the Interstate location to be protected was disapproved due to considerable apparent benefits to adjacent lands. Furthermore, it is understood that within a few years the development of upstream water protection devices will be improved to a degree that similar flooding should not occur at this point.

REFERRED TO 8-9-65
Young

RECEIVED
AUG 6 1965
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

No further action necessary on 219 JBK

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PRO

(PPM 21-

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 SR 6 6.7 mi. E. Tillamook E. 0.3 mi.	ADT	PRESENT 1,600	FUTURE (66) 2,900	YEAR (70)(71) 85							
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 32 PE, Gr., Dr., High-Type Pave, 1 Br.		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73) 64-1	PL. AUTH'Y (74)(75)				
CARD 4	CLASS OF FEDERAL FUNDS Emergency Relief							COUNTY NAME					
	NAME OF URBAN AREA 17-31							ROUTE NO. P	FEDERAL-AID 35				

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 31	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST TOTAL ESTIMATED COST (59) (66)	ESTIMATED PROJECT COST FEDERAL FUNDS (67) (76)
1										
5					PE		SR 6 6.7 mi. E. of Tillamook E. 0.3 mi. (Slide Area at MP 6.9 on Wilson River Hwy.)		2,000	
5					ROW					
5					CONST (CODE)			0.3	100,000	
							PROJECT TOTALS	0.3	102,000	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24)

7011

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
mi. (65)	ADT	1,600	2,900 (66)(70)	85 (71)(72)	08	Oregon	35 (2)(3)	090 (4)(9)	213 (14)(18)

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68)	(69)	(70)	(71)	64-1 (72)(73)	(74)(75)	ER- (14-23)	171(2) (7-13)		(24)(26)	(27)

	COUNTY NAME	CODE	PROGRAM STAGE
Relief	Tillamook	057 (14)(16)	X 1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	35 (32)	37 (36)(37)	(41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54)(58)	(59) (66)	(67) (76)			
of mi.						PE incl. PS and E prep. Gr., dr. 2-12' lanes, H.T. pave with 8' shoulders, 1 concrete bridge, length 50', HC 40'
0.9		2,000				
y.)						
	0.3	100,000				ROW-80' Normal; Access Control-Partial; Parking Restrictions-None.
	0.3	102,000				
	(16)	(23)	(24) (33)			

REMARKS

This work occasioned by the Dec. 1964 & Jan. 1965 floods. It is desired to defer this permanent reconstruction for a year or possibly two years until stabilization of the slide area is assured.

USCOMM DUSCOMM-DC 46905-P61

SR 6. 6.7 MI. E. OF TILLAMOOK E. 0.3 MI.

PROJECT NO. ER-171(2)

Existing Facility

Two 10' lanes bituminous surface with 3' shoulders and one minor drainage structure.

Project Data

The severe storms of December 1964 and January 1965 caused a major slide at MP 6.90 which closed the highway and blocked the Wilson River.

The removal and stabilization of the slide and a temporary structure over the slide area is programed under Project ER-171(1).

It is proposed, as permanent reconstruction of this section, to construct a 50-foot concrete bridge, 40 feet in width and road approaches consisting of two 12' lanes, high-type pavement with 8' shoulders.

I-80N-5(25) Stanfield Safety Rest 1967
184 Area on Old Oregon Trail
#7012 (Improvements)

STATE COPY

Monthly transaction number 8-1	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla
Modification number 2	(PPM 21-7)	Project number I-80N-5(25)184

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 14, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 160,624	$ 166,653
Federal funds	$ 148,100.00	$ 148,416.05
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13th day of August, 19 69.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

US COMM-DC 26364-P65

Monthly transaction number 8-7	FORM PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Umatilla
Modification number 1		Project number I-80N-5(25)184

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 14, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 155,521	$ 160,624
Federal funds	$ 143,480.00	$ 148,100.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to reflect increase in cost of embankment in place and furnishing and placing topsoil.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16 day of July, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Klaboe

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By Glen L Swan
for (Division Engineer)
R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project I-[illegible]-5(25)184

STANFIELD SAFETY REST AREA ON THE

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Revised Project Agreement estimate

Salem, Oregon, July 8, 1968

Type Code X021
Rest Area (Sta. 124+00)(Contract No. 7012)

Subtotal on Previous estimate of May 25, 1967			$141,383.25
Previous estimate			
Work Item 1			
Embankment in Place	8,900 cu.yd.	$1.25	$ 11,125.00
Furnishing and Placing Topsoil	6,400 cu.yd.	0.94	6,016.00
			$ 17,141.00
Revised estimate			
Work Item 1			
Embankment in Place	11,500 cu.yd.	$1.25	$ 14,375.00
Furnishing and Placing Topsoil	7,878 cu.yd.	0.94	7,405.32
			$ 21,780.32
		Increase	$ 4,639.32
		Subtotal	$146,022.57
		10% Engr. & Cont.	14,601.43
		Total	$160,624.00

Length of Project - - - - - - - - - - - - - - 0.00 mile

Federal Funds	$148,100.00
State Funds	12,524.00
	$160,624.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939

Prefix 630-1094

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
80		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
4 7012	(PPM 21-7) 6-14-67	Umatilla
		PROJECT NO. I-80N-5(25)184

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 3 mi. W. of Stanfield Junction
Stanfield Safety Rest Area

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-12-67	0.00
OTHER (Specify)		

FUNDS Fed Rate 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 155,521	$ 143,480.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. J. Klabo

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund, Administrative Mgr.
(Division Engineer)

Date executed by Division Engineer June 14, 1967

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(25)184

STANFIELD SAFETY REST AREA ON THE

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Project Agreement Estimate.

Salem, Oregon, May 25, 1967

Type Code Y021
Rest Area (Sta. 1248+00)(Contract No. 7012)

WORK ITEM 1			
Embankment in Place	8,900 cu.yd.	$ 1.25	$ 11,125.00
Trench Excavation	220 cu.yd.	2.75	605.00
Special Backfill in Drains	40 cu.yd.	5.72	228.80
Furnishing and Placing Topsoil	6,400 cu.yd.	0.94	6,016.00
6-inch Drain Pipe	1,260 cu.yd.	1.35	1,701.00
WORK ITEM 2			
Electrical Supply System	All Required		9,680.00
WORK ITEM 3			
Water Supply and Chlorination Building	2 only	1,990.00	3,980.00
Pumping Installation	All Required		9,000.00
WORK ITEM 4			
Type 6 Toilet Building	2 only	12,633.00	25,266.00
Extra Concrete	2 cu.yd.	60.00	120.00
WORK ITEM 5			
Information Shelter	2 only	1,395.00	2,790.00
WORK ITEM 6			
Sun Shelter	6 only	775.00	4,650.00
WORK ITEM 7			
3/4-inch Water Line	3,100 lin.ft.	0.67	2,077.00
1-inch Water Line	4,880 lin.ft.	0.71	3,464.80
1 1/4-inch Water Line	2,000 lin.ft.	0.59	1,180.00
1 1/2-inch Water Line	1,400 lin.ft.	0.76	1,064.00
2-inch Water Line	3,380 lin.ft.	0.81	2,737.80
2 1/2-inch Water Line	1,800 lin.ft.	1.00	1,800.00
3/4-inch Steel Water Line	480 lin.ft.	0.78	374.40
1 1/2-inch Steel Water Line	44 lin.ft.	1.10	48.40
1 1/4-inch Gate Valves	1 only	20.00	20.00
2-inch Gate Valves	1 only	50.00	50.00
2 1/2-inch Gate Valves	3 only	70.00	210.00
1 1/4-inch Automatic Section Valves	6 only	38.00	228.00
1 1/2-inch Automatic Section Valves	29 only	40.15	1,164.35
2-inch Automatic Section Valves	2 only	46.95	93.90
3/4-inch Quick-Coupling Hose Valves	110 only	6.00	660.00
1/2-inch Manual Drain Valves	44 only	7.00	308.00
1 1/2-inch Vacuum Breaker Valves	2 only	160.00	320.00

Pop-up Rotary Sprinkler Heads	64 only	$ 30.00	$ 1,920.00
Pop-up Nonrevolving Sprinkler Heads	280 only	4.60	1,288.00
17-Section Automatic Controllers	1 only	520.00	520.00
19-Section Automatic Controllers	1 only	520.00	520.00
WORK ITEM 8			
4-inch Sewer Line	100 lin.ft.	2.50	250.00
5,000-Gallon Septic Tanks	2 only	1,460.00	2,920.00
4-inch Bit. Fiber Effluent Line	840 lin.ft.	1.80	1,512.00
Size 7200 Disposal Field	2 only	2,750.00	5,500.00
WORK ITEM 9			
Concrete Walks	1,100 sq.yd.	5.65	6,215.00
3/4" - 0 Material in Base	80 cu.yd.	4.60	368.00
Picnic Tables	12 only	155.00	1,860.00
Concrete Drinking Fountains	4 only	145.00	580.00
Water Hydrants	4 only	80.00	320.00
Refuse Receptacles	6 only	31.50	189.00
Lawn Construction	12 acre	750.00	9,000.00
Furnishing and Planting Trees	316 only	10.05	3,175.80
Furnishing and Planting Shrubs	2,300 only	3.05	7,015.00
Inorganic Fertiliser, 10-16-8	28 cwt.	4.00	112.00
Manure Fertiliser	56 cu.yd.	6.00	336.00
Mulch	70 unit	22.00	1,540.00
Area Illumination Installation	All Required		5,280.00
	Subtotal		$141,383.25
	10% Engr. & Cont.		14,137.75
	Total		$155,521.00

Length of Project - - - 0.00 Mile

Federal Funds - - -

STANFIELD SAFETY REST AREA

NONPARTICIPATING

I-80N-5(25)184

Portable Sprinklers	6 only	$ 9.30	$ 55.80
Rubber Hose	6 only	21.50	129.00
			$184.80

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(25)184

STANFIELD SAFETY REST AREA ON THE

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

P.S. & E. Estimate.

Salem, Oregon, April 5, 1967

Type Code X021
Rest Area (Sta. 1248+00)

WORK ITEM 1			
Embankment in Place	8,900 cu.yd.	$ 2.00	$ 17,800.00
Trench Excavation	220 cu.yd.	3.00	660.00
Special Backfill in Drains	40 cu.yd.	8.00	320.00
Furnishing and Placing Topsoil	6,400 cu.yd.	3.00	19,200.00
6-inch Drain Pipe	1,260 cu.yd.	2.25	2,835.00
WORK ITEM 2			
Electrical Supply System	All Required		4,200.00
WORK ITEM 3			
Water Supply and Chlorination Building	2 only	3,000.00	6,000.00
Pumping Installation	All Required		8,000.00
WORK ITEM 4			
Type 6 Toilet Building	2 only	14,500.00	29,000.00
Extra Concrete	2 cu.yd.	125.00	250.00
WORK ITEM 5			
Information Shelter	2 only	1,500.00	3,000.00
WORK ITEM 6			
Sun Shelter	6 only	700.00	4,200.00
WORK ITEM 7			
3/4-inch Water Line	3,100 lin.ft.	0.60	1,860.00
1-inch Water Line	4,880 lin.ft.	0.65	3,172.00
1¼-inch Water Line	2,000 lin.ft.	0.70	1,400.00
1½-inch Water Line	1,400 lin.ft.	0.80	1,120.00
2-inch Water Line	3,380 lin.ft.	1.15	3,887.00
2½-inch Water Line	1,800 lin.ft.	1.30	2,340.00
3/4-inch Steel Water Line	480 lin.ft.	0.65	312.00
1½-inch Steel Water Line	44 lin.ft.	2.00	88.00
1½-inch Gate Valves	1 only	16.00	16.00
2-inch Gate Valves	1 only	34.00	34.00
2½-inch Gate Valves	3 only	60.00	180.00
1½-inch Automatic Section Valves	6 only	40.00	240.00
1½-inch Automatic Section Valves	29 only	50.00	1,450.00
2-inch Automatic Section Valves	2 only	60.00	120.00
3/4-inch Quick-Coupling Hose Valves	110 only	7.50	825.00

½-inch Manual Drain Valves	44 only	$ 8.50	$ 374.00
1½-inch Vacuum Breaker Valves	2 only	200.00	400.00
Pop-up Rotary Sprinkler Heads	64 only	32.00	2,048.00
Pop-up Nonrevolving Sprinkler Heads	280 only	8.00	2,240.00
17-Section Automatic Controllers	1 only	800.00	800.00
19-Section Automatic Controllers	1 only	1,000.00	1,000.00
WORK ITEM 8			
4-inch Sewer Line	100 lin.ft.	4.00	400.00
5000-Gallon Septic Tanks	2 only	3,000.00	6,000.00
4-inch Bit. Fiber Effluent Line	840 lin.ft.	2.50	2,100.00
Size 7200 Disposal Field	2 only	5,000.00	10,000.00
WORK ITEM 9			
Concrete Walks	1,100 sq.yd.	5.00	5,500.00
3/4" - 0 Material in Base	80 cu.yd.	6.00	480.00
Picnic Tables	12 only	250.00	3,000.00
Concrete Drinking Fountains	4 only	250.00	1,000.00
Water Hydrants	4 only	200.00	800.00
Refuse Receptacles	6 only	50.00	300.00
Lawn Construction	12 acre	2,000.00	24,000.00
Furnishing and Planting Trees	316 only	15.00	4,740.00
Furnishing and Planting Shrubs	2,300 only	5.00	11,500.00
Inorganic Fertilizer, 10-16-8	28 cwt.	7.00	196.00
Manure Fertilizer	56 cu.yd.	3.00	168.00
Mulch	70 unit	20.00	1,400.00
Area Illumination Installation	All Required		9,000.00
	Subtotal		$199,955.00
	10% Engr. & Cont.		19,995.00
	Total		$219,950.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$202,900.00
State Funds -	17,050.00
Total	$219,950.00

STAMFIELD SAFETY REST AREA

NONPARTICIPATING

I-80N-8(25)184

Portable Sprinklers	6 only	$20.00	$120.00
Rubber Hose	6 only	20.00	120.00
			$240.00

RECEIVED
APR 1 - 1969
FORM E-30X—50M—7-46
FOR FILING

INSP
7012

SP°23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 27, 1969

SUBJECT: Stanfield Safety Rest Area
Old Oregon Trail Highway
Contract No. 7012

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Attention John Bond

Refer to your letter of March 6 to M. R. Holst, contractor for the Stanfield Safety Rest Area Contract No. 7012.

We fail to see where the contractor was charged double for the block sized ventilators. A review of the plans, drawing No. 22934 indicated that 14 ventilators were required for each restroom building, and there were two buildings constructed on this project for a total of 28. Page 27 of the Special Provisions provided that these were available through the Oregon State Parks Division at a cost of $13 apiece. The contractor obtained these ventilators from this Department and the Statement of Deduction items for Estimate #2 shows that the contractor was billed only for the 28 ventilators required, plus cost of the freight. Perhaps the contractor has forgotten that two buildings were built instead of one.

A. F. PARSON
Division Engineer

By Alfred Shirley Jr.

Alfred Shirley, Jr.
Assistant Division Engineer

AS:ah

cc F. B. Klaboe
C. H. Maison
C. D. Hiatt

RECEIVED
MAR 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

RECEIVED
MAR 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 6, 1969

Mr. M. R. Holst
P. O. Box 692
Oakridge, Oregon 97463

RE: Stanfield Safety Rest Area
Old Oregon Trail Highway
Contract No. 7012

Dear Mr. Holst:

Your letter of March 1, 1969 to Mr. C. H. Maison has been referred to this office. You indicate that your requests for time extensions were not answered. I have reviewed the project records here and will try to clarify the contract time status for you.

The Secretary for the Highway Commission, in a letter to you dated November 1, 1967, advised that an extension of 15 calendar days for the first phase work had been granted. This was based on a delay of availability of electrical power and extended the first phase completion time to September 13, 1967. Liquidated damages for the 15-day period were returned to you on Estimate No. 5.

By letter dated January 29, 1969, the Secretary advised you of another extension of 10 calendar days for the first phase work. This was based on your second request for a time extension and the 10 days were granted on the basis of a delay in receiving shipment on chlorinator equipment with a special "straight reading gauge". Project records show that you were involved with other first phase work until September 30, 1967. The chlorinator equipment was received and installed by you on October 10 which is the completion date for the first phase work. The delay attributable to just the chlorinator equipment was considered to be the time from September 30 to October 10 or 10 days. Liquidated damages for this period were returned to you on Estimate No. 10.

Your reference to the block sized ventilators has been referred to our LaGrande Division Office for consideration.

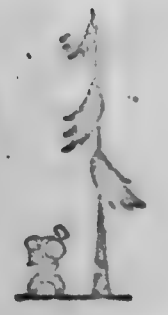
Very truly yours,

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB/DES:fw
bc: F. B. Klaboe
C. H. Maison
A. F. Parson
C. D. Hiatt



W. R. Holst Construction
Phone 782-2811
P. O. BOX 692 • OAKRIDGE, OREGON 97463

March 1, 1969

Copy forwarded to F. J. McGaw 3/4/69

C. H. Maison,
Controller,
State Highway Department
Salem, Oregon 97310

Dear Mr. Maison:

Enclosed is the signed contract payment voucher on Contract 7012, Stanfield Safety Rest Area Estimate No. 11 Final. We would like to receive the payment of $7,078.40 at this time However, we can not accept this as final payment on the contract as we feel we were unjustly penalized on overtime.

We were requested by your Engineer to order a special model of clorinator. It was ordered immediately. There was a delay at the Manufacturers. We discussed this with your representative and he suggested we have our supplier (Wallace and Tierman) write a letter to verify this. Wallace and Tierman did it was forwarded to your office in Penelton. Our correspondence was not answered.

As for the Block sized ventilators: We are being charged for the inside and the outside of each ventilator making a double cost. We have written and discussed this with your representative. He has not acknowledged our letters.

Our request for time extention were the same way - no reply- just like it had never veen received. We feel we have been treated very poorly.

However, we have done other work for the State Department and found all communications satisfactory..

Yours very truly,

W. R. Holst

W. R. Holst.

Routing

Morgan
Walker

RECEIVED
MAR
CONSTRUCTION
DIVISION

RECEIVED
FEB 28 1969
FOR FILING

I-ON-1(12)124
7012

February 27, 1969

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th Avenue
Portland, Oregon 97205

Gentlemen:

Contract No. 7012 awarded to M. R. Holst Construction for improvement in the Stanfield Safety Rest Area of the Old Oregon Trail in Umatilla County was completed on May 15, 1968, and accepted by the Highway Commission on February 26, 1969.

Final payment in the amount of $7,078.40 will be released to the contractor after March 6, 1969. The total contract amount is $146,318.34 including $558.32 for work performed under force account.

There are no outstanding claims filed against this contract.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: M. R. Holst Construction
East 3rd
Oakridge, Oregon 97463

Ward Insurance Agency
39 East 14th Avenue
Eugene, Oregon 97401

A. F. Parson
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
FEB 26 1969

I-84(N)-5-T(3-5)164-1
-7012

February 26, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed May 15, 1968, on Contract No. 7012. The contract was with H. R. Holst Construction and was for improvement on the Stanfield Safety Rest Area Section of the Old Oregon Trail Highway in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 26, 1969, and that you concur in this procedure at the Commission meeting on March 11.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
A. F. Parson

RECEIVED
FEB 26 1969

FOR FILING

I-8041-5( )184

7012

C

1-28 69
3d

#1

January 29, 1969

M. R. Holst Construction
East Third
Oakridge, Oregon 97463

Gentlemen:

The State Highway Commission at its meeting on January 28 considered your request for an extension of time on Contract No. 7012 for improvement in the Stanfield Safety Rest Area in Umatilla County.

After careful consideration, the Commission increased the calendar days by 10 on the first-phase of the contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc A. F. Parsen
C. D. Hiatt
F. D. Morgan
C. H. Maison
Bureau of Public Roads

FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 23, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(23)184
Old Oregon Trail Highway
Stanford Rest Area
Request for Time Extension

Reference is made to Mr. F. B. Klaboe's December 13, 1968 letter on the above subject.

We concur in extending the completion for Phase I of the subject project an additional 10 days. This added to the 15 days previously granted extends the time allowed for Phase I, a total of 25 calendar days.

copies to
Marion
Morgan
Gallagher
12-30-68

RECEIVED
DEC 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM B-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 11, 1968

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Extension of Time
Stanfield Safety Rest Area
Old Oregon Trail Highway
Contract No. 7012

We have received from M. R. Holst Construction Company, contractor on the subject contract, the attached request for an increase of 42 calendar days on the first phas e work. The contractor's request is based on a delay in delivery of a "straight reading gauge" on the chlorination equipment. This project was established with two completion time limits. The first phase allowed 90 calendar days for all the work excepting planting of lawn, trees and shrubs. The second phase covered all of the work.

The Highway Commission extended phase 1 by 15 calendar days on October 31, 1967 based on a delay in obtaining power for the rest area site. The extended phase 1 time expired September 13, 1967. The contractor's new request for 42 days includes the earlier 15-day extension.

The contractor ordered the chlorination equipment on June 15, 1967, two weeks after the calendar day count had started. According to information received from the supplier of this equipment, delivery time on standard equipment is 30 days. The supplier states that the specified "straight reading register" is a special item and can often require more than 14 weeks for delivery. (The standard meter is a round reading register.)

The contractor completed all of the first phase work with the exception of the installation of the chlorination equipment on September 30, 1967. The chlorination equipment was delivered to the project on October 9, 1967, and the first phase work was completed on October 10. We believe an extension of 10 calendar days for the period from September 30 through October 10 is justified for the time when the contractor could not complete the installation of the chlorination equipment due to an unavoidable delay.

Based on the delay in receiving specialized equipment, we recommend that the calendar days be increased by 10. Liquidated damages amounting to $2,700 (27 days at $100 per day) have been assessed against the first phase work. The recommended extension will reduce the liquidated damages by $1,000 leaving $1,700 in effect. The entire project was completed within the time allowed on May 15, 1968.

This matter has been discussed with the Bureau of Public Roads Area Engineer who indicates that some extension may be justified based on the reasons given above.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB/DES: fw
Attachment
cc V. L. Gallagher

RECEIVED
DEC 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JAN 2 - 1969

I-80N-5(25)184
7012

January 2, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 1
January 28, 1969 meeting

Gentlemen:

M. R. Kolst Construction Company, contractor on the Stanfield Safety Rest Area project on the Old Oregon Trail Highway in Umatilla County, Contract No. 7012, requests an increase of 42 calendar days on the first-phase work. This project had two completion time limits. The first phase allowed 90 calendar days for all work except planting. The second phase covered all of the work and was completed within the time allowed.

By your action of October 31, 1967, the first-phase work was extended by 13 calendar days based on a delay in obtaining power. The contractor's present request includes the earlier request.

Specified chlorination equipment was ordered by the contractor two weeks after the calendar day count started. This was special equipment requiring over three months for production and delivery. The contractor completed all of the first-phase work with the exception of the installation of the chlorination equipment on September 30, 1967. The chlorination equipment was delivered on October 9 and the first-phase work was completed on October 10, 1967. This delay, which was no fault of the contractor's, justifies an extension of 10 calendar days.

I recommend that the calendar days be increased by 10 which will reduce the liquidated damages to $1,700. This is a Federal-aid Interstate project and we have Bureau of Public Roads' concurrence.

This matter will be on the agenda for your consideration at the January 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

JAB/DES:fw lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
A. F. Parson

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7012 Contractor M. R. Holst Construction Company

Highway Old Oregon Trail

Section Stanfield Safety Rest Area

Kind of Work Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows: ~~Delay in receiving special chlorination equipment justifies an extension of 10 calendar days.~~

Delay in receiving special chlorination equipment justifies an extension of 10 calendar days.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 22 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

Alfred Sherley Jr
Asst. Division Engineer

Earl Ford
for Construction Engineer or Bridge Engineer

J B Kline
Assistant State Highway Engineer

Contract No. 7012

Project designation I-80N-5(25)184 State-Federal

Date awarded May 17, 1967

Work started June 5, 1967

Per cent completed 100% Phase I Date 10/10/67

Calendar Days
No. of ~~Workdays~~ Allowed 105

Calendar days
No. of ~~Workdays~~ Used 132

Calendar days
No. of Added ~~Workdays~~ Requested ~~30~~ 10

ST-0206-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Sept 9, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 132 days, within which to complete our Contract No. 7012, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached sheet.

Respectfully submitted,

M R Holst const
Contractor

By M R Holst

[redacted]

CONSENT OF SURETY

Date SEPTEMBER 9, 19 68

[redacted] & SURETY COMPANY, 1201 S. W. 12TH, PORTLAND, OREGON

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. W. Ward
J. W. WARD, Attorney-in-fact

(SEAL)

J. W. Ward
J. W. WARD, Resident Agent

5 copies

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Sept 9, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 132 days, within which to complete our Contract No. 7012, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached sheet.

Respectfully submitted,

W R Holst const
Contractor

By W R Holst

CONSENT OF SURETY

Date SEPTEMBER 9, 19 68

We, AETNA CASUALTY & SURETY COMPANY, 1201 S. W. 12TH, PORTLAND, OREGON

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. W. Ward
J. W. WARD, Attorney-in-fact

J. W. Ward (SEAL)
J. W. WARD, Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7012 Contractor M. R. Holst Construction Company

Highway Old Oregon Trail

Section Stanfield Safety Rest Area

Kind of Work Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows: [illegible].

[illegible]

Delay in receiving special chlorination equipment justifies an extension of 10 calendar days.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 22 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

Alfred Starkey Jr
Asst. Division Engineer

for
Construction Engineer or Bridge Engineer

B K Klabo
Assistant State Highway Engineer

Contract No. 7012 4

Project designation I-80N-5(25)184
State-Federal

Date awarded May 17, 1967

Work started June 5, 1967

Per cent completed 100% Phase I 10/10/67

No. of Calendar Days Allowed (Date) 105

No. of Calendar days Used 132

No. of Calendar days Requested ~~XX~~ 30 10

SP-0200-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Sept 9th, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 132 days, within which to complete our Contract No. 7012, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached sheet.

Respectfully submitted,

W R Holst const-
Contractor

By W R Holst

CONSENT OF SURETY

Date SEPTEMBER 9, 1968

We, AETNA CASUALTY & SURETY COMPANY, 1201 S. W. 12TH, PORTLAND, OREGON, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. W. Ward
Attorney-in-fact
J. W. WARD,

(SEAL)

J. W. Ward
Resident Agent
J. W. WARD,

W. R. Hales Construction
Phone 782-2811
P. O. BOX 692 • OAKRIDGE, OREGON 97463

August 26, 1968

C. D. Kitt
Resident Engineer
Oregon State Highway Department
P.O. Box 1071
Pendleton, Oregon 97801

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 22 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Re: Umatilla Safety Rest Area
Contract #7012.

Dear Sir:

In reference to your letter of August 14, 1968, I am enclosing the information you asked for.

Please find the letter from Chief Plumbing Inspector C. D. Patton. Also, the invoice for wholesaler's price.

2nd request →

In regards to the request for time extension dated September 07, 1967 I would like this to be considered on Page 1 of the [illegible] I received no reply to this request [illegible] on the validity [illegible] there not being sure that this extension had not been used as needed.

Therefore, we would like to have our request for 30 day extension to cover deliquent time on phase one on this contract.

Enclosed please find [illegible] from Wallace & Tiernan explaining the situation [illegible] coming.

Very truly yours,

W. R. Hales

WALLACE & TIERNAN INC.
INDUSTRIAL PRODUCTS DIVISION/25 MAIN ST., BELLEVILLE, N.J. 07109
TEL 201: 759-8000/TWX 201: 759-3985/CABLE: WALTIERNAN NEWARK/TELEX: 138413

PLEASE REPLY TO
112 N. E. Holladay
Portland, Oregon 97232

August 19, 1968

M. K. Holst Construction
P. O. Box 692
Oakridge, Oregon
ATTN: Mr. M. K. Holst

Subject: Chlorination System
Stanfield Safety Rest Area
Stanfield, Oregon

Dear Mr. Holst:

It is our understanding that there is a situation involved concerning the delivery of the Wallace & Tiernan Chlorination Equipment to the above job. In conjunction with this we would like to inform you on the situation and extended delivery time involved.

The Specification issued by the State of Oregon for the Chlorination Equipment states that the meter must be Straight Reading Register in gallons. Standard production by the Wallace & Tiernan Factory in Belleville, N.J. utilizes a Round Reading Register which is the most common meter head utilized by water departments in the United States. The delivery on the standard Wallace & Tiernan unit is 30 days after receipt of all necessary information at our factory. When an order involves a special such as the Straight Reading Register the delivery is extended to ofter times more than 14 weeks. At the present date we do not have a copy of our recommended shipping schedule when this job was on order. But we can state at this time that for our August shipping schedule the Straight Reading Register requires 14 weeks delivery after all submittal data for approvals has been received at our factory.

We know for certain that this job became involved, on meeting the State Specifications, with the result that the delivery time was extended. In our opinion it is certainly was not creditable to your organization but entirely to the Wallace & Tiernan factory procedure.

The home office of the Wallace & Tiernan organization in Belleville, N. J. sends to each office in the United States a month to month shipping schedule so that we can best meet schedules whether standard or to a spec specification. If you need additional information, we would like that you would write to this Portland office at your earliest convenience.

Very Truly Yours
WALLACE & TIERNAN INC.

Carl E. Carlson
Carl E. Carlson
Assistant Division Manager

CEC:bah

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 22 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

I-80N-5(25)184

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Stanfield Safety Rest Area		WEEK ENDING: December 28, 1968
		SECTION PREFIX: 630-1094
HIGHWAY: Old Oregon Trail		COUNTY: Umatilla
NAME OF JOB: Stanfield Safety Rest Area	KIND OF WORK: Improvement	
CONTRACTOR: M. R. Holst Construction	CONTRACT NUMBER: 7012	FEDERAL AID PROJECT NUMBER: I-80N-5(25)184
DATE OF CONTRACT: May 17, 1967	DATE WORK STARTED: June 5, 1967	ESTIMATED COMPLETION DATE: Phase 2 Phase 1-10/10/67 5/15/68
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 Foreman SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 350	CALENDAR DAYS USED 350
PROJECT AUTHORIZATION: $ 159,264.05	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 147,938.61	ENGINEERING AUTHORIZATION $ 11,325.44	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 146,348.16	ENGINEERING COST TO DATE $ 16,428.35	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT UNDERRUN: 1 %	PERCENT OF AUTHORIZATION: 145 %	DATE PROJECT WAS COMPLETED: 10/15/68 Establishment period ended.

ESTIMATED PERCENT COMPLETE

Sewage System	Embankment	Topsoil	Water System			Toilet Bldgs.	Lawn Construction
100	100	100	100			100	100

			MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	
MILES IN PROJECT	Embankment	Topsoil			Lawn Const.
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8,900 CY	6,400 CY			12.0 Acres
TOTAL QUANTITIES CORRECTED TO DATE	11,556 CY	7,878 CY			12.2 Acres
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11,556 CY	7,878 CY			12.2 Acres
AVERAGE DAILY QUANTITIES This week	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY 1 man 2 days replanting & cleanup					
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	O'cast-windy			
MONDAY	O'cast-cold (Replanting work completed)			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing: Morgan, Parker, Bond, Walker, Boehme, Johnsen, Peasa, Swan, Gallagher, Stein

RECEIVED
DEC 30 1968
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK *FINAL REPORT*	
SUNDAY	One man planting barberry shrubs in East & West bound areas.
MONDAY	One man completed planting of barberry shrubs made repairs on irrigation system leaks and completed cleanup.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed on Monday of this week. Cleanup work is completed and construction signs removed.

Semi-final estimate submitted to the Division Office on Friday of this week.

SIGNED C. W. Hiatt LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
FEB 5 - 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

I-80N-5(25)184

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7012

December 26, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract No. 7012
Prefix 630-1094
FAP I-80N-5 (25) 184

Dear Sir:

The replacement planting work under Contract No. 7012, Stanfield Safety Rest Area Section of the Old Oregon Trail Highway in Umatilla County, was completed December 23, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: F. D. Morgan

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date January 14, 1969

Conditions noted on above date:

None

VG:ss
to: Forrest Cooper
F. D. Morgan

for R. E. Brown

R. E. Simpson
Division Engineer

RECEIVED
FEB 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1968
FOR FILING

I-80N-5(25)184
7612

December 12, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Stanfield Safety Rest Area, Old Oregon Trail Highway, Project No. I-80N-5(25)184

We have received from M. R. Holst Construction Company, contractor on this project, a request for an increase of 42 calendar days on the first phase work. The contractor's request is based on a delay in delivery of chlorination equipment. This project was established with two completion time limits. The first phase allowed 90 calendar days for all the work except the planting of lawn, trees and shrubs. The second phase covered all of the work.

The Highway Commission extended phase 1 by 15 calendar days on October 31, 1967, based on a delay in obtaining power for the rest area site. The extended phase 1 time expired September 13, 1967. The contractor's new request for 42 days includes the earlier 15-day extension.

The contractor ordered the chlorination equipment on June 15, 1967, two weeks after the calendar-day count had started. According to information received from the supplier of this equipment, delivery time on standard equipment is 30 days. The supplier states that the specified "straight reading register" is a special item and can often require more than 14 weeks for delivery. (The standard meter is a round reading register.)

The contractor completed all of the first phase work with the exception of the installation of the chlorination equipment on September 30, 1967. The chlorination equipment was delivered to the project on October 9, 1967, and the first phase work was completed on October 10. We believe an extension of 10 calendar days for the period from September 30 through October 10 is justified for the time when the contractor could not complete the installation of the chlorination equipment due to an unavoidable delay.

It is our recommendation that the calendar days be increased by 10. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
V. L. Gallagher
A. F. Parson

DES:fw srb

RECEIVED
Form FH-2.2 (4-67)
MAY 1 2 1968
UNITED STATES GOVERNMENT

Memorandum

I-80N-5(25)184

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE, Salem, Oregon 97301

DATE: May 6, 1968

In reply refer to: 08-35.3-DA

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Striping - Oregon Project FAP I-80N-5(250184
Stanfield Safety Rest Area, Old Oregon Trail Highway
State Force Order No. 4
Total Estimated Amount of the Order: $300
Federal Participation: $270

Reference is made to Mr. Young's letter of May 3, 1968, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $300.00 with Federal participation of $270.00.

Attachment

5-9-68

NOTED
F. B. KLABO

RECEIVED
MAY 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

project approved for additional funds and right of way

MAY 2 DEC [illegible]

[illegible] Dist. Engineer

U.S. Bureau of Public Roads

Order No. 4

Project Name Stanfield Safety Rest Area Date May 1 19 68

Highway Old Oregon Trail Contract No. 7012 F. A. Project No. I-80N-5(25)184

County Umatilla Prefix 630-1094 Account No. 278-04

Description of Work To Be Done:

Paint traffic legends in rest area parking areas

Location by Station Numbers:

Station 1248+00 Left and Right

Estimate of Quantities and Costs:

Pavement Legends	10 hours @ $30.00 per hour	$300.00

Explanation:

Work to be performed by State Forces. Striping in accordance with agreed unit prices.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$159,264.05
Present estimate of project cost, including $300.00 for work under this order	$159,264.05
Expected under-run / over-run (amount)	$ --
Expected under-run / over-run (per cent)	--

Space to right of this line is for use of Salem Office

Submitted by: C. D. Hiatt, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for [illegible], Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr. Asst., Division Engineer

Approved: /s/ L. H. Young [illegible] Office Engineer.

[illegible]

State Printing

RECEIVED
JAN 18 1968
FOR FILING

I-80N-5(25)184

7012

January 18, 1968

E. S. Schnell and Company
P. O. Box 1053
Hermiston, Oregon 97838

Gentlemen:

Thank you for your letter of January 15 advising us that you have received a check for labor and materials from M. R. Holst Construction Company.

Our records indicate that this is in reference to the M. R. Holst Construction Company Contract No. 7012 for improvement in the Stanfield Safety Rest Area on the Old Oregon Trail in Umatilla County.

Your claim which was filed with the Secretary of State on December 26, 1967, Claim No. 4351, was in the amount of $2,593.50.

This information will be marked in our records, and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CC Aetna Casualty and Surety Company
Ward Insurance Agency
M. R. Holst Construction

Commissioners

NOTED ON CARD

Phone 567-5822

E. S. Schnell and Company

P. O. Box 1053
HERMISTON, OREGON 97838

Res. 567-6896

January 15, 1968

State of Oregon
State Highway Department
Salem, Oregon

Attention: Floyd Query, Secretary

Dear Sir:

This is to inform you that we received a check, for the labor and materials on the Stanfield Safety Rest Area, from M. R. Holst Construction Co.

We appreciate the attention that was given this matter and want you to know that Mr. Holst was most cooperative. It has been a pleasure doing business with this Co.

Thank you

G. Pierson
Manager

cc: Aetna Life and Casualty
Casualty and Surety Division
1200 High Street
P.O. Box 2070
Eugene, Oregon

NOTED
FLOYD QUERY

RECEIVED
JAN 17 1968
OREGON
STATE HIGHWAY COMMISSION

FORM E-123

RECEIVED
DEC 28 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

Claim File #435

FILED
DEC 26 1967
CLAY MYERS
SECRETARY OF STATE

I-5(N)-5(25)184
10 12

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 26 8 43 AM '67
CLAY MYERS
SECRETARY OF STATE

December 22, 1967

E. S. Schnell and Company
P. O. Box 1053
Hermiston, Oregon 97838

NOTED ON CARD
wlp

Gentlemen:

This is to acknowledge receipt of your letter of December 9 and attached affidavit stating that M. R. Holst Construction Company owes you for labor and materials in the amount of $2,593.50.

From the description in the affidavit, this appears to be in reference to the M. R. Holst Construction Contract No. 7012 for improvement in the Stanfield Safety Rest Area on the Old Oregon Trail in Umatilla County.

The Aetna Casualty and Surety Company through Ward Insurance Agency, 59 E. 14th Avenue, Eugene, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

As requested we are enclosing a certified copy of the contract and bond covering this project.

Please inform us when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
DEC 27 1967
OREGON
STATE HIGHWAY COMMISSION

Enc.
cc: Aetna Casualty and Surety Company
Ward Insurance Agency
M. R. Holst Construction
Commissioners
Mr. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

December 9, 1967

Oregon State Highway Commission
Contracting Officer
Salem, Oregon

Re: Oregon State Highway Contract 7012
FA Project No. I-80N-8-(25) 184
Date of Contract - May 17, 1967
Stanfield Rest Area

Gentlemen:

Application is made under ORS 279.512 for a certified copy of contract and bond referred to above. The affidavit of E. S. Schnell is enclosed pursuant to ORS 270.515.

Very truly yours,

E. Schnell

A F F I D A V I T

STATE OF OREGON)
) SS
COUNTY OF UMATILLA)

The undersigned applicant has supplied labor and materials for the prosecution of the work provided for in that certain Oregon State Highway contract No. 7012, FA Project No. I-80N-8(25) 184, date of contract May 17, 1967 by reason of a sub-contract with M. R. Holst Construction Company of Oakridge, Oregon, dated May 17, 1967.

The amount of the claim of applicant is $2,593.50 and the same has not been paid, although demand has been made by the applicant upon M. R. Holst Construction Company.

E. S. SCHNELL & CO.

By _____

SUBSCRIBED AND SWORN to before me this 9 day of December, 1967.

_____
Notary Public for Oregon

My COmmission expires: Aug 1 1971

1-Affidavit

RECEIVED
DEC 5 - 1967
FOR FILING
I-8(N-5(25)184
7012

November 1, 1967

1990

M. R. Holst Construction
East Third
Oakridge, Oregon 97463

#13

Gentlemen:

The State Highway Commission at its meeting on October 31 considered your request for an extension of time on Contract No. 7012 for improvement to the Stanfield Safety Rest Area on the Old Oregon Trail in Umatilla County.

After considering the recommendation of the Engineer and other available information, the Commission granted you a 15-day extension for the first phase.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc A. F. Parson
C. D. Hiatt
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 27, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(5)184
Stanfield Safety Rest Area, Old Oregon Trail Highway
Request of Time Extension
(Mr. Klaboe's September 25, 1967 Letter)

We concur in a time extension of 15 days allowed to perform all the contract work except lawn construction and planting of trees and shrubs for the reasons stated in Mr. Klaboe's letter.

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
SEP 29 1967
CONSTRUCTION DIVISION

9-29-67

REFERRED TO
Morgan att Bond
BY ASST. STATE HWY. ENGR.
Marie Young

RECEIVED
SEP 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 19, 1967

Salem, Oregon

SUBJECT: Stanfield Safety Rest Area
Contract 7012
Request for Contract Time Extension

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

M. R. Holst Construction, contractor on the subject project, requests ~~15~~ 30 days additional for the first phase time on this project. The contract requires that all work except lawn construction and planting of trees and shrubs be completed in 90 calendar days. The work day count started June 1 and there were 101 days accrued through September 9 with 10% of the building work, 15% of the water system and 5% of the sewer system yet to be completed, so it is very doubtful that 15 days additional would delete all penalties on the first phase.

The contractor cites delay in availability of electric power and a change in specifications on a surge tank which required reordering as reasons for his request.

The first reason has some validity. Sheet 10 of the plans and Page 7 of the special provisions show that the point of delivery for electrical power to the rest area would be at the northerly boundary of the rest area property. Actually an extension of existing PP&L lines had to be made to reach this point and the power company encountered difficulty getting an easement from the adjacent property owner to extend an existing line aerially. The owner was agreeable to extending the line underground and this has subsequently beendone, partly at State expense (with federal participation) but the underground type of construction did require special materials and delay in obtaining power at the site from what had been expected. The contractors electrician had completed all the work he felt practical to do by August 9 and moved off the project. The electric service was not available until August 29. Although this delay did not completely stop the contractor's progress it did delay completion of the water supply work, pump installation, irrigation and electrical system work. We recommend ~~the~~ 15 days ~~requested~~ for this reason.

The reason related to the surge tank did not delay the contractor. He was advised of a change in the tank specifications by June 21, only some 3 weeks after the start of the work day count, and this allowed some 2 months to fabricate the tanks before they were needed. We believe this was adequate time and that no actual delay for this reason has occurred.

This is a federal-aid-Interstate Project and rough draft letters to the BPR and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By: John A. Bond
John A. Bond
Staff Assistant

JAB:ss

cc: L. H. Young

RECEIVED
SEP 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 27 1967
FOR FILING

I-80N-5(25)184

7012

October 27, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 13
October 31, 1967 meeting

Gentlemen:

M. E. Holst Construction, contractor for the Stanfield Safety Rest Area, on the Old Oregon Trail (I-80N) in Umatilla County, Contract No. 7012, has requested an extension of 30 calendar days on the first phase of the project. The contractor's request is based on a delay in obtaining electric power at the site and alleged delay from a change in the specifications on a surge tank.

The plans and specifications for this project indicate that electric service would be available at the northerly boundary of the rest area property. Due to a delay on the part of the power company in obtaining an easement and materials for a line extension power was not available until August 29, almost three months after the contract day count had started. The contractor's electrical work was interrupted but work progressed on other phases of the project. We believe this reason justifies a 15-day extension.

Regarding the second reason, the specification change on the surge tank was made shortly after the project started and in sufficient time to allow the contractor to obtain the proper tank without any delay.

The first-phase completion requirement on this project requires all work except planting to be completed in 90 calendar days. The first phase was actually completed October 10 after 132 days had accrued. The 15 days recommended will extend the first-phase time to 105 days and will leave 27 days, amounting to $2700 liquidated damages.

This is a Federal-aid Interstate project and we have Bureau of Public Roads' concurrence in this extension.

This matter will be on the agenda for your consideration at the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

JAB:ss fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7012 Contractor M. R. Holst Construction

Highway Old Oregon Trail

Section Stanfield Safety Rest Area

Kind of Work Improvement

It is recommended that such extension be granted as requested under the following terms and conditions:

Increase in time for period of [redacted] 90 days to 105 days [redacted] for delay in availability of electric power.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 8 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

[signature]
Division Engineer

[signature]
for Construction Engineer or Bridge Engineer

[signature]
Assistant State Highway Engineer

Contract No. 7012 A

Project designation I-80N- 5 (25) 184
State—Federal

Date awarded May 17, 1967

Work started June 5, 1967

Per cent completed 63 - Sept. 8, 1967
Date

Specified completion date 90 days Part A

Previously extended to None

Extension requested to 105 days Part A

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date ..... August 7 ....., 19 67

Gentlemen:

We, the undersigned, respectfully request an extension of ..... 30 ..... days time, from .....,
19....., to ....., 19....., within which to complete our Contract No. ..... 7012 .....,
described as follows:

Need of Electric Power none-have has been supplied.

We Wrong specifications on surge tank. Tank had to be reordered.

The above request is based upon the following reasons:

Respectfully submitted,

M R Holst const
..... Contractor

By M R Holst
M. R. HOLST, OWNER

CONSENT OF SURETY

Date ..... AUGUST 7 ....., 19 67

We, ... AETNA CASUALTY & SURETY COMPANY .....

..... 1201 SOUTH WEST 12TH AVENUE, PORTLAND, OREGON ....., as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Stanley P Duyck
STANLEY P. DUYCK ..... Attorney-in-fact

(SEAL)

Stanley P Duyck
STANLEY P. DUYCK ..... Resident Agent

State Printing 97813

[RECEIVED
SEP 26 1967
FOR FILING
I-8(1)-5(25)184
7C 12

September 25, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Stanfield Safety Rest Area, Old Oregon Trail Highway, Project No. I-80N-5(25)184

We have received from M. R. Holst Construction, the contractor on this project, a request for a 15-calendar day extension of the contract time on the first phase of the project.

The contractor's request is based on delays in availability of electric power at the rest area site and a change in specifications on a surge tank. Sheet 10 of the plans and page 7 of the special provisions show the point of delivery for electrical power to the rest area at the northerly boundary of the site. Actually, an extension of existing commercial power lines had to be made to reach this point and the power company encountered difficulty in getting an easement for aerial construction across the adjacent property. This was resolved by extending the line underground across the private property to reach the rest area site. This underground construction required special materials and a delay in obtaining power at the site did result. The contractor's electrician had completed all the work he felt practical to do by August 9, and the electric service was not available until August 29 or some 20 days later.

A specification change on the surge tank was made three weeks after the start of the workday count but this still allowed some two months to fabricate the tanks before they were needed. We believe this was adequate time and that no actual delay for this reason has occurred.

The first phase time control on this project requires that all work except lawn construction and planting of trees and shrubs be completed in 90 calendar days. We recommend that 15 days additional time be allowed on this first phase because of the delay in obtaining power. Your concurrence in this extension is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

JAB:ss srb

RECEIVED
AUG 29 1967

FORM L-33 SOM 3-65 SP 6470-734

I-80N-5(25)184
7012

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1967

SUBJECT: Topsoil Specifications

To: DIVISION ENGINEERS

The attached correspondence is forwarded you for your information and action.

It is assumed that the contractor will agree to the elimination of the LL and PL specification requirements as it is to his advantage. Note that price agreements are not required.

F. D. Morgan
Construction Engineer

cc: F. B. Klaboe
L. H. Young
O. A. White

RECEIVED
AUG 29 1967
Sta. Const. Engr.

FORM E-133X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Harbor
Nolix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 23, 1967

Mr. A. W. Parsons
Division [illegible]
Bureau of Public Roads
477 Court House Annex, U.S.
Salem, Oregon 97301

Subject: Topsoil Specifications

Dear Mr. Parsons:

Our existing specifications for topsoil contains liquid limit and plastic limit requirements which have proved untenable because they eliminate the use of many good topsoils.

A copy of Mr. O. A. White's explanatory letter of August 21 recommending deletion of these requirements from projects now under contract is attached for your information.

We propose to substitute the attached revised topsoil specifications for all projects under contract. Your blanket approval thereof is requested thus eliminating submission of price agreement forms for individual projects. The LL and PL requirements have been eliminated in the proposed September 26 letting.

Very truly yours,

F. D. Morgan
Construction Engineer

enc.

cc: F. B. Klaboe
L. H. Young
O. A. White

OREGON STATE HIGHWAY DEPARTMENT

Special Provisions

Quality Requirements for Topsoil

(To be used on projects advertised for letting after October 1, 1967)

Article 107-2.1 - Quality Requirements

Delete the provisions of Article 107-2.1 of the Standard Specifications and substitute the following three paragraphs in lieu thereof:

Topsoil shall be a fertile, loamy, natural surface soil consisting of sands, silts, clays and organic matter in combination and free from substances toxic to plant growth, noxious weed seed or roots, refuse, sticks and lumps.

When subjected to the Mechanical Analysis of Soils, AASHO T88, the topsoil shall meet the following requirements:

Fraction or Grain Size	Percentage of Topsoil
Retained on 1-inch sieve	None
Passing 1-inch sieve-retained on No. 10 sieve	0 - 5
Passing No. 10 sieve-retained on No. 200 sieve (Sand)	10 -65
0.074 mm. - 0.005 mm. grain size (Silt)	20 -80
Smaller than 0.005 mm. grain size (Clay)	5 -40

The organic matter in the topsoil, as determined by the modified Walkley-Black method, Miscellaneous Paper No. 65 of the Agricultural Experiment Station - Oregon State University, shall not be less than two percent.

8/24/67 VGO'N

7012

FORM E-30X 50M 3-63 49606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1967

SUBJECT: Top Soil Specifications

To:

Frank Morgan
Construction Engineer
Office

REF: Project	Contract	F. A. Number
Powell Valley Rd. - Duncan Rd.	6993:	CJF-24(1)
Azalea - Glendale Jct.	7023:	I-5-2(53)82
South Umpqua Safety Rest Area	7058:	I-5-2(55)112
Starvation Creek Safety Rest Area	7059:	I-80N-2(38)53
Barnett Rd. - Bear Creek	7061:	CJI-5-1(2)
Harrisburg - Eugene	7005:	CJF-3(2), CJF-3(4)
W. City Limits - St. John Br.	7038:	LSF-1(1)
Independence Jct. - West Salem	7040:	LSF-47(3)
West Salem	7039:	LSF-47(2)
Stanfield Safety Rest Area	7012:	I-80N-8(25)184
The Dalles Br.	7070:	I-80N-3(51)84
Staleys Jct.-Tillamook-Washburn	7048:	CJF-000B(2), CJF-35(1)

The requirements for top soil included in contracts for the referenced projects have been reviewed. The listed limits of 30 LL and 15 PL obviously do not describe quality top soil. Not only does the requirement of 30 LL max. prevent the acceptance of many good top soils, the max. 15 PL makes it doubtfull if any fine material in the loam series could be accepted.

Because of the untenable aspects of the current specification it is requested that authorization be obtained to relieve the referenced Federal Aid projects of this requirement. The exemption should also apply to all contracts which have been written but not let.

RECEIVED
AUG 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Since the Atterberg limits describe soil characteristics from an engineering standpoint for roadway strength purposes only, it is not expedient to apply them for agricultural purposes wherein particle size and chemical composition are the pertinent items. For this reason the following is recommended in lieu of paragraphs 1 and 2 of the existing specifications Section 107-2.1:

> Top soil shall consist of a humus-bearing soil which shall conform to the following mechanical analysis as determined by the AASHO-T88 test method:
>
> | | |
> |---|---|
> | Percent retained on the one inch sieve | - None |
> | Percent passing the one inch and retained on the No. 10 | - 0 to 5 |
> | Percent passing the No. 10 and retained on the No. 200 | - 10 to 65 |
> | Percent smaller than the No. 200 and larger than 0.005 mm | - 20 to 80 |
> | Percent smaller than 0.005 mm | - 5 to 40 |

O A White

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: M. Astrup
L. Shaw

Form P-300-6M 7

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
G-1-P
Date JUL 6 1967 By [signature]
Title Div. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Stanfield Safety Rest Area Date July 11, 1967

Highway Old Oregon Trail Contract No. 7012

County Umatilla Prefix 630-1094

Contractor M. R. Holst Construction Co. F. A. Project No. I-80N-5(25)184

Address E. 3rd St., Oakridge, Oregon 97463 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Trench and backfill for underground electric service cable.

Location by station numbers:

WB 1248+00 - left

Estimate of quantities and cost:

Labor	$ 85.43
Equipment	45.00
	$130.43
+15%	19.57
Total	$150.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Utility agreement with Pacific Power and Light Co. requires trenching and backfilling to be performed by the State. Work was not anticipated on project authorization. Work has not started 7-11-67.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$159,264.05
Present estimate of project cost, including $150.00 for work under this order	$159,264.05
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer

Approval Recommended: /s/ Alfred Shirley Jr. Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP-22577-731

RECEIVED
MAY 29 1967

IMN-5( ) 184
Form CD-121 (11-63) (Prec. by A.O. 208-10)
7012

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 24, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(25)184
Stanfield Safety Rest Area Improvement

As requested in Mr. Young's letter of May 23, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of May 17, 1967 in the award of contract No. 7012 to M. R. Holst, of Oakridge, Oregon, low bidder in the amount of $141,568.05 at the May 11, 1967 bid opening.

5-26-67
REFERRED TO
Young
By Asst. State Hwy. Engr

RECEIVED
MAY 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 23 1967

Fred W. Hill, Member
Helix

May 23, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of May 15, 1967, is requested in the award of contract for the Stanfield Safety Rest Area Improvement, Project No. I-80N-5(25)184.

The contractor receiving the award is M. R. Hoist of Oakridge, in the amount of $141,568.05, with the contract No. 7012 assigned. This bid was received on May 11, 1967, and awarded May 17, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceeding which have been commenced and will be prosecuted to completion.

No utilities are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

RECEIVED
MAY 19 1967
FOR FILING

May 19, 1967

M. R. Holst Construction
East 3rd
Oakridge, Oregon 97463

Gentlemen:

Enclosed are three copies of Contract No. 7012 for $141,560.00 awarded to you by the State Highway Commission on May 17, 1967. This contract is for improvement of the Stanfield Safety Rest Area on the Old Oregon Trail in Umatilla County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin June 1, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

nln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
G. D. Matthis (SIAC)
A. F. Pareen
C. D. Hiatt
Mark Astrup

Form CD-121
(11-65)
(Pres. by
A.O. 2[illegible]10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-5(25)184

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1967

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(25)184
Stanfield Safety Rest Area
Improvement

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project and access rights previously acquired with no utility adjustments involved as indicated in Mr. Moehring's and Mr. Litchfield's March 29 and April 6, 1967 reports.

The use of Article 102-1.3, Embankment Measure, of your Standard Specifications is approved for use on this project. The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 2 - Bases	March 1967
Division II - Part 3 - Surfacing and Pavements	March 1967
Division II - Part 4 - Structures	March 1967

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's April 10, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Enclosure

Young letter
11-20-67

NOTED
F. B. KLAUS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 11 1967

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 6, 1967

In reply refer to: 08-35-EC/710.11

FROM : A. W. Parrons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

NOTED
F. B. KLABOE

Mr. Chase's December 16 letter submitted six items for inclusion in the subject program as Stage 2 Construction Phase projects. These items are approved effective today as detailed below:

Item	Project	Location	Work
472	I-5-2(53)82	Azalea - Glendale Junction	Landscape *
473	I-5-2(54)112	S. Umpqua Rest Areas	2 Wells
474	I-5-3(76)145	Cabin Creek Rest Area	Water Storage
475	I-5-1(66)00	Neil Creek - California Line	Landscape
476	I-80N-5(25)184	Stanfield Safety Rest Area	Rest Area Facilities
477	I-80N-3(51)84	The Dalles Bridge Inter.	Landscape *

This approval is with the understanding that the irrigation facilities on Items 475, 476, and 477 meet the warrants established in Mr. William's June 16, 1966 memorandum to Regional Engineers.

As noted on the PR-1 for Item 475, I-5-1(66)00, Neil Creek - California Line Section, any addition or modification of the sanitary facilities on the Siskiyou Rest Area shall be nonparticipating.

This action provides for improvement on 19.18 miles of Interstate Highway at a total aggregate cost of $532,000, of which $488,600 is reserved as Federal-aid Interstate Funds.

* Should be unobligated for now to conserve Funds
F B Klaboe

NOTED
F. B. KLABOE

RECEIVED
JAN 1967
OFFICE OF
STATE HIGHWAY ENGINEER

1-11-67
REFERRED TO
Young
Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 0 1966

Commissioners
J. Bay Mettke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

I-Kon-5(23)104

1012

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

December 23, 1966

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Will
Olson	Litchfield
Swan	Olson

RECEIVED
DEC 27 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects referred to in your letter of December 19,1966.

1. Cabin Creek Safety Rest Area Section, Pacific Highway, Douglas County.

2. Neil Creek-California Line Section, Pacific Highway, Jackson County.

3. Stanfield Safety Rest Area Section, Old Oregon Trail Highway, Umatilla County.

4. South Umpqua River Safety Rest Area Section, Pacific Highway, Douglas County.

There will be no conflict with wildlife resources as a result of any of the above projects, so they are approved.

We appreciate the opportunity to make comments on the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm 12-27-66 Copies to: F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. R. Chandler (6)
A.F. Parson (2)
fp

cc: Director OFC

30-8333 Pendleton-Hilgard Rock Prod. 1967
Proj., Old Oregon Trail
#7013

DEPARTMENT
DEC 1 - 1967
FOR FILING
30-8333
7013

December 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 17, 1967, on Contract No. 7013. The contract was with C. B. Construction Company and was for rock production on the Pendleton-Hilgard Section of the Old Oregon Trail (I-80N) in Umatilla and Union Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 1, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb:jes

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

RECEIVED
DEC 2 - 1967
FOR FILING
30-8333
7013

December 1, 1967

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California 94118

Gentlemen:

Contract No. 7013 awarded to C. B. Construction Company for rock production on the Pendleton-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties was completed on October 17, 1967, and accepted by the Highway Commission on December 1, 1967.

Final payment in the amount of $3,032.00 will be released to the contractor after December 8, 1967. The total contract amount is $62,297.56 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: C. B. Construction Company
22 West Alder
Walla Walla, Washington 99362

Mr. R. A. Valentine
1209 SW 6th Avenue
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

30-8333
7013

#7 FINAL REPORT

FORM B-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Pendleton - Hilgard		WEEK ENDING: Nov. 10, 1967
		SECTION PREFIX: 30-8333
HIGHWAY: Old Oregon Trail		COUNTY: Umatilla & Union
NAME OF JOB: Pendleton - Hilgard	KIND OF WORK: Rock Production	
CONTRACTOR: C. B. Construction	CONTRACT NUMBER: 7013	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 17, 1967	DATE WORK STARTED: Sept 5, 1967	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 68,220.00	SPECIFIED COMPLETION DATE: October 31, 1967	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 63,368.80	ENGINEERING AUTHORIZATION $ 4,851.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,538.20	ENGINEERING COST TO DATE $ 3,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3 %	PERCENT OF AUTHORIZATION 72 %	DATE PROJECT WAS COMPLETED: Oct. 17, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			16,000		
TOTAL QUANTITIES CORRECTED TO DATE			16,437		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			16,437		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wille
Litchfield
Olson

RECEIVED
NOV 13 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	NONE
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final estimate for this project was submitted to the division office this week.

One fuel tank remains to be removed from this crusher site.

SIGNED J C Hutt LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP'FETE

RECEIVED
MAY 18 1967

3[illegible] 1333
7013

May 18, 1967

C. B. Construction Company
22 West Alder
Walla Walla, Washington 99362

Gentlemen:

Enclosed are three copies of Contract No. 7013 for $60,640.00 awarded to you by the State Highway Commission on May 17, 1967. This contract is for rock production on the Pendleton-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. M. Young
J. D. Merchant
C. D. Matthis (SIAC)
A. F. Parson
J. C. Hatt

34-1620 Fred Meyer 'ccess at 99W 1967
(Pacific W.) in Tigard
#7015

CN.1 3333

RECEIVED
MAY 16 1968
FOR FILING

34-1620
7015

May 15, 1968

General Insurance Company of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7015 awarded to Graham Electric Company for traffic signal installation at the intersection of the Pacific Highway West and the Fred Meyer Access Road in the City of Tigard in Washington County was completed on March 7, 1968, and accepted by the Highway Commission on May 14, 1968.

Final payment in the amount of $1,185.50 will be released to the contractor after May 22, 1968. The total contract amount is $11,855.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAY 15 1968
FOR FILING

34-16 20
7015

May 14, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed March 7, 1968, on Contract No. 7015. The contract was with Graham Electric Company and was for a traffic signal installation on the Fred Meyer Access to the 99W Section of the Pacific Highway West-Tigard Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 14, 1968, and that you concur in this procedure at the Commission meeting on May 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
C. H. Maison
Ivan Merchant
L. H. Young
L. W. Rulien

RECEIVED
APR 19
FORM E-20X—50M—7-66

SP°23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 15, 1968

SUBJECT: Signal Pole Protection: Mount to Light Base.
Beaverton-Hillsdale Hwy. @ Jamieson Rd. - Beaverton
&
US99W @ Fred Meyer Store - Tigard

To: L. W. Rulien
Division I Engineer
MILWAUKIE

Additional delineating devices should be installed on the traffic signal poles which are located in the medial islands at the above intersections.

The devices should consist of zebra boards on both sides of each pole. Raised jigglebars should be installed in the narrow portion of the islands; in addition, four PAR type flood lights should be installed on each pole. These should be installed in a ring around the pole in such a manner as to illuminate the pole and the pvement surrounding the pole base, Mounting height should be on the order of 15 feet. The cost of the floodlight installations is estimated to be $100 per pole. Bob Judson of the Electrical Section is familiar with the installation desired.

Will you please proceed to do the above work at your early convenience and notify this office when the work has been completed.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:njc

cc: Tom Edwards

TOM EDWARDS

RECEIVED
MAR 12
FOR FILING

34-11-20
7015

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1968

SUBJECT:

To: MEMO TO FILE

This letter is to advise the file that it was not possible to remove steel signal poles from median islands prior to their installation at the following locations:

1. Fred Meyer access on US99W near Tigard
2. Beaverton-Hillsdale Highway at Jamieson Road.

The steel structures have been fabricated and shipped for the installation at US99W and Seavy Road in Corva-lis. This installation should proceed as originally specified in the contract.

This letter formally requests that withdrawal of the revision mentioned in my previous letter for these three installations be made.

Mr. Edwards has suggested that hydro-cushions be installed around the critical pole locations at each of the above three locations. This office will prepare the necessary material for their installation.

L. E. George
Assistant Traffic Engineer

LEG:ji
cc: Tom Edwards
L. W. Rulien
R. D. Asburry

Val: Will you please have purchase specifications prepared for ordering hydro-cushions for these three installations. The material should be transmitted to Mr. Hunter so the units can be purchased and installed by State Forces.

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Fred Meyer Access at 99W	WEEK ENDING: Dec. 23, 1967	
	SECTION PREFIX: 34 - 1480	
HIGHWAY: Pacific Hwy. West - 99W	COUNTY: Washington	
NAME OF JOB: Fred Meyer Access at 99W	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Graham Electric Company	CONTRACT NUMBER: 7015	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 17, 1967	DATE WORK STARTED: October 9, 1967	ESTIMATED COMPLETION DATE: Feb. 15, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED 78%
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 104
PROJECT AUTHORIZATION: $ 13,226.87	SPECIFIED COMPLETION DATE: October 3, 1967 12-17-67	PERCENT OF TIME ELAPSED 52%
EXCLUSIVE OF ENGINEERING: $ 11,855.00	ENGINEERING AUTHORIZATION $ 940.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 90%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 11,855.00	ENGINEERING COST TO DATE $ 900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 93 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Snow	0	8	
MONDAY 18	Cloudy	0	8	Work suspended see Sec 8-01
TUESDAY 19	Snow	0	8	
WEDNESDAY 20	Cloudy	0	8	
THURSDAY 21	Showers	0	8	
FRIDAY 22	Showers	0	8	
SATURDAY 23	Showers	0	8	

Routing
Morgan, Pease, Bond, Morelock, Barbee, Trout, Walker, Wills, Glenn, Litchfield, Swan, Olson

RECEIVED
DEC 27 1967
CONSTRUCTION DIVISION
DEC 28 1967
AM 5,8,9,10,11,12,1,2,3,4,5,6 PM

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No Work this week
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Controller equipment expected to arrive in February.

All underground work complete. All equipment on site except controller and cabinet.

Dr. (2) ✓
Div. (1)
Traffic (1)
File (1)

SIGNED Wm. E Wheeler LOCATION Lake Oswego

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 19 1967

5-1620
7015

May 18, 1967

Graham Electric Co.
311 N. W. Broadway
Portland, Oregon 97209

Gentlemen:

Enclosed are three copies of Contract No. 7015 for $11,000.00 awarded to you by the State Highway Commission on May 17, 1967. This contract is for traffic signal installation at the intersection of the Pacific Highway West and the Fred Meyer Access Road in the City of Tigard in Washington County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 31, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

bc Frank Morgan
L. M. Young
I. D. Marchant
C. D. Matthis (BIAC)
L. W. Mullen
Warren Mueller

RECEIVED
JUN 7 - 1967
FOR FILING

24-1630
7015

Agenda
4b

May 9, 1967

Fred Meyer, Inc.
3800 S. E. 22nd
Portland, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 3555

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement concerning the installation of traffic signals at the intersection of Pacific Highway West and the access to the shopping center in the City of Portland in Multnomah County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
MAR 24 1967
FOR FILING

3 1620

7115

March 23, 1967

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the Fred Meyer Company for the installation of traffic signals at the intersection of the Pacific Highway West and the access to the shopping center in the city of Portland.

This agreement provides that the State will do the work of the project and maintain the installation, the Company is to pay for all costs of the installation and pay for electrical energy. The total estimated cost of the installation is $18,000 and a check in the amount of $18,000 has been received from the Company to cover this item of the agreement.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
L. W. Rulien
C. H. Maison

FBC:njc jw

FORM E-30X—SOM—7-66

SP°23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 3, 1967

SUBJECT: Traffic Problem
Fred Meyer Store Access
US99W - Tigard

To: MEMO TO THE FILE

This letter is to advise interested parties of events leading to the installation of a temporary signal at the Fred Meyer store access on US99W in Tigard. Bob Logan, Tigard City Manager, called Tuesday, February 28 on behalf of the Fred Meyer Corporation to request that the State install at the US99W access point a temporary traffic signal that would be used until the permanent one could be installed quite some time in the future.

Mr. Logan stated that accidents were occurring and that flagmen were being used to help traffic enter US99W. He further stated that reporters from both Portland papers had been out trying to find out if another "Suicide Lane" was developing. To avoid further adverse newspaper articles concerning this area, I advised Mr. Logan of the following information:

1. That because of other commitments, the Highway Department did not have available either the material or manpower to install a temporary signal.

2. The Highway Department would issue a miscellaneous permit for Fred Meyer Inc. to install a temporary signal.

3. Recommended that the City of Tigard or Fred Meyer borrow the critical parts of a signal installation and negotiate with a private contractor for the installation.

4. The Highway Department would install necessary advance signing and pavement marking.

5. The Highway Department would provide technical advise to the City of Tigard and Fred Meyer such that the installed signal would conform to standards.

Mr. Logan, working with Fred Meyer Inc., followed the procedures above and borrowed equipment from the City of Portland. The Highway Department assisted in arranging the loan of equipment. It should be understood that the entire cost of the temporary signal installation will be paid by Fred Meyer Inc. Bill Zirbes and Ron Failmezger are to provide technical assistance as outlined above.

L. E. George
Assistant Traffic Engineer

LEG:mk

cc: R. L. Porter
Tom Edwards
L. W. Rullen
Webb Ross

336-1723 Lafayette (Monroe St.) 1967
Sec. (Grading and pav.)
#7016

NAA 3248.

RECEIVED
JAN 30 1968
FOR FILING

336-1723

7016

January 30, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

It has been noted that we advised you on October 16, 1967, of the incorrect final contract amount concerning Contract No. 7016 awarded to Rowell and Wickersham for grading and paving on Monroe Street in Lafayette.

The final payment should have been stated in the letter as $1,142.08 and the total contract amount as $23,282.35.

We are sorry for this error on our part and this letter is only to correct the records.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Rowell and Wickersham
P. O. Box 472
McMinnville, Oregon 97128

L. H. Young
C. H. Maison
Attn: John Herr

SC.7 1967

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (9-64)

..IGHWAY DEPARTMENT INVOICE

NO. 93602

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-13-67	00 1392		330-1773-095

- City of Lafayette
- City Hall
- Lafayette, Oregon 97127
-

RECEIVED
DEC 19 1967
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Bill for Local City Allotment Project on Fourth Street, Contract #731. Covered by agreement dated January 13, 1967.			
City's Advance Deposit			2,175.00
As per attached statement:			
Final Cost		3,100.79	
Agreed State Share		2,000.00	
Agreed City Share			1,100.79
Refund Due City			374.71

ACKNOWLEDGMENT OF RECEIPT REQUEST

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Taylor

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date December 18, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1967

Contract # 7016 Prefix 336-1723 Survey Prefix 336-1120

Street Monroe Street

City Lafayette

Payments to Contractor..(See attached voucher.)	$ 23,282.35
Engineering and Contingencies.....	3,411.04
* Survey... Total: $1,685.09 City's Pro-rata Share.....	106.90
TOTAL.....	$ 26,800.29
Agreed State Share	25,000.00
Agreed City Share	$ 1,800.29
City Advance Deposit	$ 2,175.00
REFUND DUE CITY.....	$ 374.71

NOTED
H. S. COX

Reference: Outside Billing CO-1092

* $\frac{\text{Construction cost over \$25,000 = \$1,693.39}}{\text{Construction costs = \$26,693.39}}$ X \$1,685.09 = \$106.90

City share of preliminary engineering = $106.90

RU:mm

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: YAMHILL

CONTRACT NO.: 7016

ESTIMATE NO.: 3 F

HIGHWAY: CITY STREET (Lafayette)

FEDERAL AID PROJECT NO.:

SECTION: STATE

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	CLEARING AND GRUBBING		LUMP SUM	1,000.0000	1.00
002	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.2500	2,569.5
003	FINISHING ROADBED AND	SLOPES	LUMP SUM	850.0000	1.0
004	TRENCH EXCAVATION		CU YDS	3.0000	36.5
005	WATERING		M-GALS	3.0000	78.6
006	SS-1 ASPHALT IN WATERING		GALS	.3500	1,800.0
007	3/4IN-0 MATERIAL IN BASE		CU YDS	3.4500	371.8
008	STONE BASE		CU YDS	3.4500	2,160.4
009	CLASS B ASPHALT CONCRETE		TONS	8.0000	683.0
010	12-INCH CULVERT PIPE		LIN FT	3.5000	464.0
011	CONCRETE INLETS TYPE G-2		ONLY	100.0000	1.0
012	CONCRETE CURBS		CU YDS	50.0000	10.9
013	CONCRETE DRIVEWAYS		SQ YDS	6.5000	28.0
014	EXTRA FOR A C CONC	APPROACHES	ONLY	50.0000	13.0
	PRICE AGREEMENT ITEMS				
30101	NON-SPEC ASPHALT PENALTY		LUMP SUM	57.2500	1.0

DATE: 10/10/67 — 7016

PREVIOUS VOUCHER NO.: 8113

CHECKED BY: CP/md

ENGINEER OR AUDITOR: R. M. Harris

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

CONTRACT NO. 7016 | ESTIMATE NO. 3 F | FEDERAL AID PROJECT NO.

(Lafayette)

FEDERAL NO'S

336-1723-[illegible]1 (41) 57.25 Cr.
336-1723-204 (41) 1,199.33 Dr.

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	1,000.0000	1.000	1,000.00	1,000.00	
CU YDS	1.2500	2,569.500	3,211.88	3,211.88	
LUMP SUM	850.0000	1.000	850.00	850.00	
CU YDS	3.0000	36.560	109.68	109.68	
M-GALS	3.0000	78.600	235.80	235.80	
GALS	.3500	1,800.000	630.00	630.00	
CU YDS	3.4500	371.800	1,282.71	1,282.71	
CU YDS	3.4500	2,160.400	7,453.38	7,453.38	
TONS	8.0000	683.070	5,464.56	5,464.56	
LIN FT	3.5000	464.000	1,624.00	1,624.00	
ONLY	100.0000	1.000	100.00	100.00	
CU YDS	50.0000	10.900	545.00	545.00	
SQ YDS	6.5000	28.090	182.59	182.59	
ONLY	50.0000	13.000	650.00	650.00	
LUMP SUM	57.2500	1.000-	57.25-		57.25-

RECEIVED
OCT 17 1967
FOR FILING

336-1723

7016

October 16, 1967

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7016 awarded to Rowell & Wickersham for grading and paving on Monroe Street in Lafayette in Yamhill County was completed on August 23, 1967, and accepted by the Highway Commission on October 13, 1967.

Final payment in the amount of $1,199.33 will be released to the contractor after October 23, 1967. The total contract amount is $43,339.60 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Rowell & Wickersham
P. O. Box 472
McMinnville, Oregon 97128

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 16 1967
FOR FILING

336-1723

7016

October 13, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 23, 1967, on Contract No. 7016. The contract was with Rowell and Wickersham and was for grading and paving on Monroe Street in the city of Lafayette in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 13, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry
srb kf

336-1723

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lafayette (Monroe Street)		WEEK ENDING: September 2, 1967
		SECTION PREFIX: 336-1723
HIGHWAY: City Street		COUNTY: Yamhill
NAME OF JOB: Lafayette (Monroe St.)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Rowell & Wickersham	CONTRACT NUMBER: 7016	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 17, 1967	DATE WORK STARTED: June 13, 1968	~~CONTRACT~~ COMPLETION DATE: August 25, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 85	CALENDAR DAYS USED 84
PROJECT AUTHORIZATION: $ 27,097.31	SPECIFIED COMPLETION DATE Calendar count began June 1, 1967	PERCENT OF TIME ELAPSED 99
EXCLUSIVE OF ENGINEERING: $ 25,170.39	ENGINEERING AUTHORIZATION $ 1,926.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 23,339.60	ENGINEERING COST TO DATE $ 2,836.08	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED PERCENT: OVERRUN / UNDERRUN -2.75 %	PERCENT OF AUTHORIZATION 147 %	DATE PROJECT WAS COMPLETED: August 23, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.19	0.19			0.19
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.19	0.19			0.19
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,830 C.Y.	2,660 C.Y.			670 Tons
TOTAL QUANTITIES CORRECTED TO DATE	2,569.5	2,532.2			683.07
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,569.5	2,532.2			683.07
AVERAGE DAILY QUANTITIES	0.0	0.0			0.00
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	X		Project complete and Semi-final Estimate
MONDAY	Fair	X		submitted to the Division Office on
TUESDAY	Fair	X		August 30, 1967.
WEDNESDAY	Fair	X		
THURSDAY	Fair	X		
FRIDAY	Fair	X		
SATURDAY		X		

Routing: Docker, Bond, Barbee, Walker, Crane, Swinn, Peery, Mc[illegible], Trout, Scott, Wills, Litchfield, Olson

RECEIVED
SEP 5 1967
CONSTRUCTION
DIV.

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity
MONDAY	Working on Semi-final Report. Mr. Gerald Wimer, inspected project for Acceptance. , Ass't. Div. Eng'r.,
TUESDAY	Working on Semi-final Report.
WEDNESDAY	Semi-final report turned over to Division Office this afternoon.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final report submitted to Division Office on August 30, 1967.

Mr. Gerald Wimer, Ass't. Div. Eng'r., made acceptance inspection of project on Monday.

This is the final Weekly Report for this project.

SIGNED Ross M. Harris, Res. Engr. LOCATION McMinnville

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

~~DCHF~~
SCA

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

Project Name Monroe Street Section Contract No. 7016

Highway Lafayette City Street Prefix No. 336-1223

County Yamhill F. A. No. State

Final inspection made on 8-28-67 By Gerald Wimer

in company with Ross Harris

NOTED
H. S. COX

RECEIVED
AUG 29 1967
ENGINEER
COUNTY & CITY DIVISION

CHECK LIST

Date			
8-23-67	Construction signs removed.	Never closed	Opened to traffic.
Was none	Salem Office notified to rescind construction speed zone.	With semi-final	Division materials certification submitted.
8-23-67	Contractor removed equipment from project.		
8-23-67	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project acceptably completed with good appearance and ride. City of Lafayette's August 24 letter of acceptance attached.

All contract work on this project has been completed and recommendation is made for acceptance on 8-23-67 (date). The semi-final estimate will be submitted about September 11, 1967.

cc: Office Engineer L. H. Young
Construction Engineer F. D. Morgan
Division Engineer R. D. Asburry
~~Maintenance Engineer~~
~~Bridge Engineer~~
Resident Engineer Ross Harris
~~District Maintenance Supt.~~
Traffic Engineer F. B. Crandall
County-City Engineer H. S. Cox

Copies sent to all named 8-28-67.

H. C. Wimer
(signed)

NOTED
RICHARD UNREIN

Assistant Division Engineer
(title)

NOTED
DO[illegible]WELL

5CA

CITY of LAFAYETTE

PHONE 864-2451

231 JEFFERSON ST. —— P. O. BOX 55 —— LAFAYETTE, OREGON 97127

August 24, 1967

Oregon State Highway Department
Mr. Ross M. Harris, Resident Engineer
P. O. Box 411
McMinnville, Oregon 97128

Re: Lafayette (Monroe St.) Sec. City Street, Yamhill County Grading and Paving

Gentlemen:

At special meeting held last evening, August 23, 1967, the City Council of the City of Lafayette accepted the 1967 Special City Allotment project as completed.

Very truly yours,

CITY OF LAFAYETTE
Alice G. Flanigan
By Mrs. Alice G. Flanigan, Recorder

RECEIVED
AUG 29 1967
ENGINEER
COUNTY & CITY DIVISION

cc- L. H. Jeary
F. D. Morgan
K. D. Ashbury
Ross Harris
8-28-67 F. B. Crandall
H. S Cox

RECEIVED
AUG 25 1967
RESIDENT ENGINEER

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
JUL 27 1967
FOR FILING
336-1723
7016

A

May 19, 1967

Bid Mart 11

Rowell & Wickersham
P. O. Box 472
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on May 17, 1967, accepted your proposal for grading and paving on Monroe Street in the City of Lafayette in Yamhill County for the sum of $23,986.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Lafayette is received and the sum of $2,175.00 is deposited by the City.

Those conditions were fulfilled later the same day and the State Highway Engineer awarded you the project, which has been assigned Contract No. 7016. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 1, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures
bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
Frank Moryan
L. H. Young
I. D. Marchant
C. D. Matthis
R. D. Asburry
Ross Harris

Salem, Oregon
May 15, 1967

1967 Special City Allotment Project
Monroe Street
City of Lafayette
Advance Deposit

Mr. C. H. Maisen
Controller

B U I L D I N G

Attention: John Herr

Herewith is the City of Lafayette's check in the amount of $2,175.00 which is the correct amount to cover the City's portion of subject project as per agreement between City and State. This project is now clear for award.

Richard Unrein, Field Engineer
County and City Division

By NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

Mainor C. Holmes
Engineering Assistant

MCH:nr

cc: L. M. Young
F. D. Morgan

NOTED
DON HARWELL

Fred W. Hill, Member
Helix

May 11, 1967

Mrs. Alice G. Flanigan
City Recorder
P.O. Box 55
Lafayette, Oregon 97127

NOTED
H. S. COX

Dear Mrs. Flanigan:

On May 11, 1967, the State Highway Commission opened bids on the 1967 Special City Allotment project on Monroe Street in Lafayette. The apparent low bid was submitted by Rowell and Wickersham of McMinnville and the anticipated cost based on the bid is as follows:

Contractor's bid	$23,986.50
Anticipated Additional Items	100.00
TOTAL.....	$24,086.50
Engineering & Contingencies (12½%)	3,010.81
TOTAL.....	$27,097.31
City's estimated share of preliminary engineering	77.40
TOTAL ANTICIPATED COST.....	$27,174.71

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check or warrant to this office in the amount of $2,175.00 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN
Richard Unrein
Field Engineer

RUinr

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Salem, Oregon
March 7, 1967

1967 Special City Allotment Project
Monroe Street
City of Lafayette

Mr. J. E. Morelock

B U I L D I N G

The survey data on the above named section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

The City Council last night at their regular council meeting told Rees Harris and myself that they were agreeable and able to finance this project up to a $28,000 figure.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RUsmr
Att:

cc: Gerald Wimer

NOTED
MAINOR C. HOLMES

5c 1

FORM S-20X — 10M — 7-66

SP 23657-734

RECEIVED
FEB 28 1967
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2960 E. State St., Salem 97310
February 27, 1967

SUBJECT: Lafayette (Monroe St.) Section
Special Allotment City Street Project
Yamhill County
Prefix 336-1420

To: F. D. Morgan
Construction Engineer
Department

The data relative to the subject survey listed in Ross M. Harris' attached February 21, letter of transmittal is forwarded herewith.

This office has modified two items on the "Typical Section":

1. There should be a "transition section---constructed in right ditch Station 8+50 to 9+50 to provide positive drainage";

2. The gravel parking strip on the right side between Station 5+33 and 8+76 in front of the school should be paved to a 2" depth.

This increases the estimated cost nearly $600 to $28,000. The City likely does not have the $3,000 differential between this amount and our $25,000 portion. They were previously quoted that their share would be about $1,500. I believe that the $1,500 figure will not be exceeded on our current plan when the engineering contingency item is changed to 12½%. Such a change will keep the estimate of cost several hundred dollars below the $26,500 previously quoted to the City.

If this is not correct and the estimate of cost is revised by your office in any way other than outlined above, then the County-City Division should be advised so that the City can review what changes in the plan they would desire to stay within the funds available.

The Special Provisions for this project will follow as soon as they can be prepared.

R. D. ASBURRY,
Division Engineer

By ORIGINAL SIGNED BY
GERALD WIMER

GERALD WIMER,
Assistant Division Engineer

GW:nn
Encs.
cc: Richard Unrein

LAFAYETTE (MONROE STREET) SECTION

NARRATIVE REPORT

The typical design cross-sections for this project calls for two 11-foot A.C. paved lanes, x 4-foot gravel shoulders, and a drainage ditch at the toe of surfacing rock 21-feet from center-line. Along the right side for the first 350-feet there is a 4-foot wide P.C. Concrete sidewalk, slightly wider at the southerly end, that is only approx. 24½-feet from center-line. To be able to retain this sidewalk we have had to modify that portion of the ditch section to a shallow ditch design. Surface water northerly of fifth street on the right turns and runs down the north side of fifth so will not overload modified ditch section along sidewalk.

The existing storm sewer pipe and junction box to the left of center-line at the beginnigg of the project had to be abandoned due to its depth and distance from center-line. Drainage will now be handled by open ditch except for driveway cross pipes.

Project right-of-way is 60-feet, but on the left at approx. station 9+00 there is a house that extends 6.3-feet out into the right-of-way, and the porch steps an additional 3-feet. The owner of this property cannot afford to move the house and the city is willing to let it stay as long as we can get by it. By removal of the porch steps by the city and then extending the driveway cross pipe along face of houde to eliminate ditch section we can squeeze by.

The water valve right of station 14+90 and telephone and power poles that are in the way are the x obligation of the city. Sanitary sewer manholes will be in the way of grading but will have to be worked around and protected from damage by contractor. Supposedly, sanitary sewer pipe and water lines are below design subgrade and shouldn't cause any trouble.

The excavation on this project, with the exception of a very few yards embankment, will be excess material. The city has expressed a desire for all of this excess material at a site approximately 0.4 mile from the project.

It is recommended that the contract should not be let until the close of the school year to avoid parking and traffic problems. During school there is a considerable amount of cars that park along the street in the school area and the entrance to the main, on the grounds, school parking lot is on Monroe Street. After school closes there will be practically no parking or traffic and there is the possibility that the street could be cosed off completely during construction.

Ross M. Harris,
Resident Engineer

Quntity Summary
La fayette (Mon[illegible]e Street) Section

Sheet 1 of 1 Sheets

		STATION TO STATION	Unit	Net Quant.	A[illegible]
1	1	Clearing and Grubbing	ALL	100%	
2	3	Ditch Excavation	Cu. Yd.	5	
3	5	Trench Excavation	Cu. Yd.	7	
4	7	General Excavation	Cu. Yd.	2,580	2
5	9	Finishing Roadbed & Slopes	Mile	0.19	
6	11	12-inch Culvert Pipe	Lin Ft.	357	
7	13	Concrete Inlet, Type "D"	One	1	
8	15	Coarse Crushed Base Rock	Ton	3,150	3
9	17	3/4"-0 Material in Base	Ton	750	
10	19	Watering	M-Gals	64	
11	21	SS-1 in Asphalt	Gallons	400	
12	23	3/4"-0 Material in Prime Coat	Cu Yd.	24	
13	25	RC-250 Asphalt in Prime Coat	Ton	4	
14	27	RS-1 Asphalt in Tack Coat	Ton	0.5	
15	29	Class "B" Asphalt Concrete	Ton	C[illegible]E 560	
16	31	Extra for A.C. Concrete Approaches	One	14	
	33				
	34				
	35	Flagging (State's Share)			
	36				
	37		Est. City share P.E. =		$ 28,0[illegible]
	38		GRAND TOTAL =		$ [illegible]

Summary

tte (Monroe Street) Section — City street

	Unit	Net Quant.	Allow.	Total	Unit Price	Amount
	ALL	100%	—	100%	Lump Sum	200.00
	Cu. Yd.	5	1	6	2.50	15.00
	Cu. Yd.	7	3	10	3.00	30.00
	Cu. Yd.	2,580	260	2,840	1.25	3,550.00
	Mile	0.19	—	0.19	Lump Sum	200.00
	Lin Ft.	357	33	390	3.75	1,462.50
	One	1	-	1	125.00	125.00
	Ton	3,150	320	3,470	2.50	8,675.00
	Ton	750	75	825	2.75	2,268.75
	M-Gals	64	6	70	3.00	210.00
	Gallons	400	40	440	0.35	154.00
at	Cu Yd.	24	2	26	5.00	130.00
at	Ton	4	1	5	60.00	300.00
t	Ton	0.5	0.2	0.7	60.00	42.00
	Ton	~~560~~	~~60~~	~~620~~	~~7.50~~	5 100.00 ~~4,650.00~~
roaches	One	14	1	15	50.00	750.00
			Total			23 212. ~~22,702.50~~
						100.00

Est. City share P.E. = $28,000 × 10% = $

GRAND TOTAL = $29 107

	STATION TO STATION					Unit	Quant.	
1	1	Clearing and Grubbing				ALL	100%	—
2	3	Ditch Excavation				Cu. Yd.	5	
3	5	Trench Excavation				Cu. Yd.	7	3
4	7	General Excavation				Cu. Yd.	2,580	26
5	9	Finishing Roadbed & Slopes				Mile	0.19	—
6	11	12-inch Culvert Pipe				Lin Ft.	357	33
7	13	Concrete Inlet, Type "D"				One	1	—
8	15	Coarse Crushed Base Rock				Ton	3,150	32
9	17	3/4"-0 Material in Base				Ton	750	75
10	19	Watering				M-Gals	64	6
11	21	SS-1 in Asphalt				Gallons	400	4
12	23	3/4"-0 Material in Prime Coat				Cu Yd.	24	
13	25	RC-250 Asphalt in Prime Coat				Ton	4	
14	27	RS-1 Asphalt in Tack Coat				Ton	0.5	
15	29	Class "B" Asphalt Concrete				Ton	CE 560	6
16	31	Extra for A.C. Concrete Approaches				One	14	
	33							To
	35	Flagging (State's Share)						$ 28
	37					Est. City share P.E. =		
	39	Engineering & Contingencies			+20%	GRAND TOTAL =		$ 2

Total Quantities to Date

		Unit	Quant.	Allow.	Total	Price	Amount
		ALL	100%	—	100%	Lump Sum	20000
		Cu. Yd.	5	1	6	2.50	15.00
		Cu. Yd.	7	3	10	3.00	30.00
		Cu. Yd.	2,580	260	2,840	1.25	3,550.00
		Mile	0.19	—	0.19	Lump Sum	200.00
		Lin Ft.	357	33	390	3.75	1,462.50
		One	1	-	1	125.00	125.00
		Ton	3,150	320	3,470	2.50	8,675.00
		Ton	750	75	825	2.75	2,268.75
		M-Gals	64	6	70	3.00	210.00
		Gallons	400	40	440	0.35	154.00
oat		Cu Yd.	24	2	26	5.00	130.00
coat		Ton	4	1	5	60.00	300.00
at		Ton	0.5	0.2	0.7	60.00	42.00
		Ton	~~560~~	~~60~~	~~620~~	~~7.50~~	~~4,650.00~~ 5,100.00
proaches		One	14	1	15	50.00	750.00
				Total			~~22,702.25~~ 23,212.
							100.00
				Est. City share P.E. =			~~$~~ 28,000 ~~%~~ 10%
				GRAND TOTAL =			~~$~~ 28,107
es	+20%						~~1,651.15~~ 4,688.
						Total	~~$~~ 28,000 ~~28,107.70~~

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FOR FILING
336 - 1420

2-2-67

Prefix No. 336-1420

LOCATION PROSPECTUS
LAFAYETTE (MONROE STREET) SECTION
CITY STREET - YAMHILL COUNTY

HIGHWAY: Monroe Street city of Lafayette. Not on Federal-aid or State system.

TERMINI: The northerly terminus is at the intersection of Monroe Street and 7th Street. The southerly terminus is at the intersection of Monroe Street and 3rd Street (99W - M.P. 32.23).

LENGTH: 0.20 mile.

PROGRAM: Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance is not necessary. Soils investigations will be conducted. There are no special drainage problems anticipated. They survey need not be tied to the Lambert Grid System. No curbs or sidewalks to be constructed. Driveways to be paved with asphaltic concrete. Present width of right of way is 60 feet and no additional width to be acquired. Horizontal alignment is all tangent. Vertical alignment will not exceed 4 per cent grade with a total fall of approximately 35 feet. There are no stream or grade crossings.

TYPICAL SECTION: The typical section will be 22 feet of pavement with 4-foot shoulders.

BASE DESIGN: The tentative design for construction is:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	12" Crushed Rock
Total	17"

MATERIAL: Adequate quantities available from commercial sources.

UTILITIES: Routine utility adjustments will be necessary and will be the responsibility of the City.

AGREEMENTS: Routine negotiations for special city allotment project.

February 2, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED TOM EDWARDS

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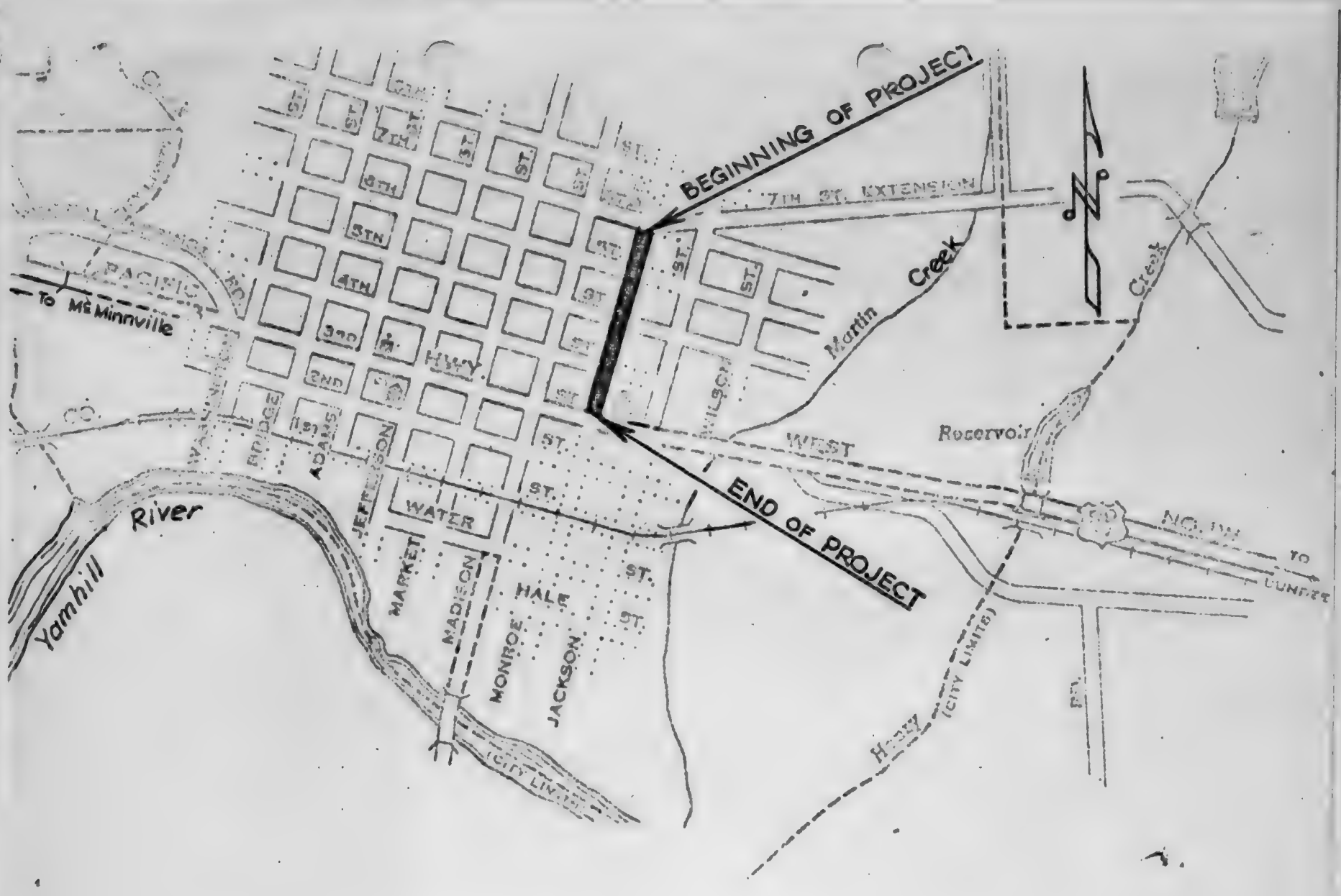
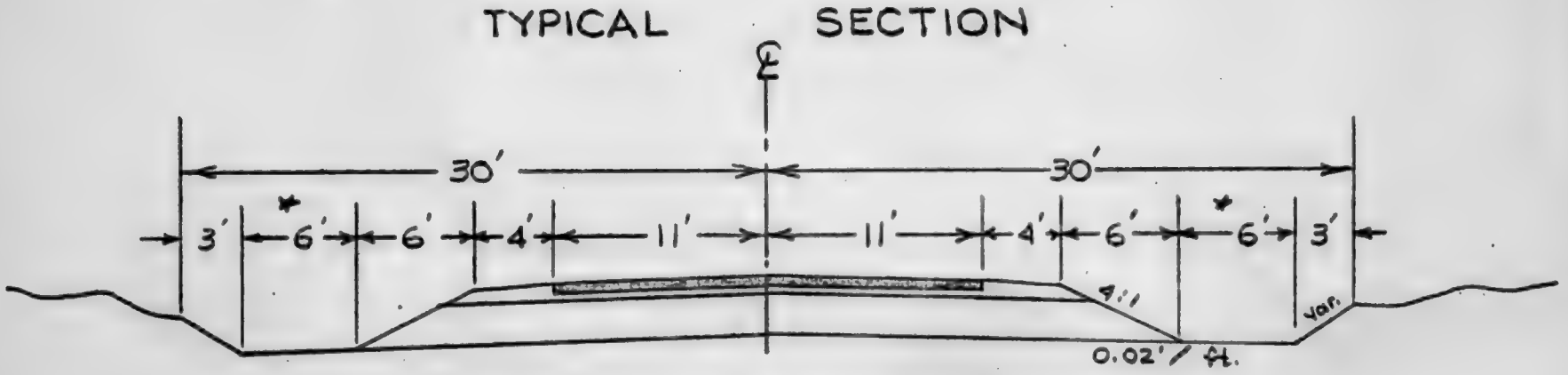
FEB 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION



* REDUCE AS NECESSARY TO STAY WITHIN RIGHT OF WAY

PROSPECTUS MAP
LAFAYETTE (MONROE ST.) SECT.
CITY STREET
Yamhill County
January, 1967

RECEIVED
JAN 23 1967

336-1723
10116

MISC. CONTRACTS and
AGREEMENTS No. 3242

January 19, 1967

City of Lafayette
City Hall
Lafayette, Oregon

Gentlemen:

We are enclosing for your files a fully executed copy of a special street fund agreement with the City of Lafayette in Yamhill County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

Form E-39—3M—1-57

OREGON STATE HIGHWAY DEPARTMENT

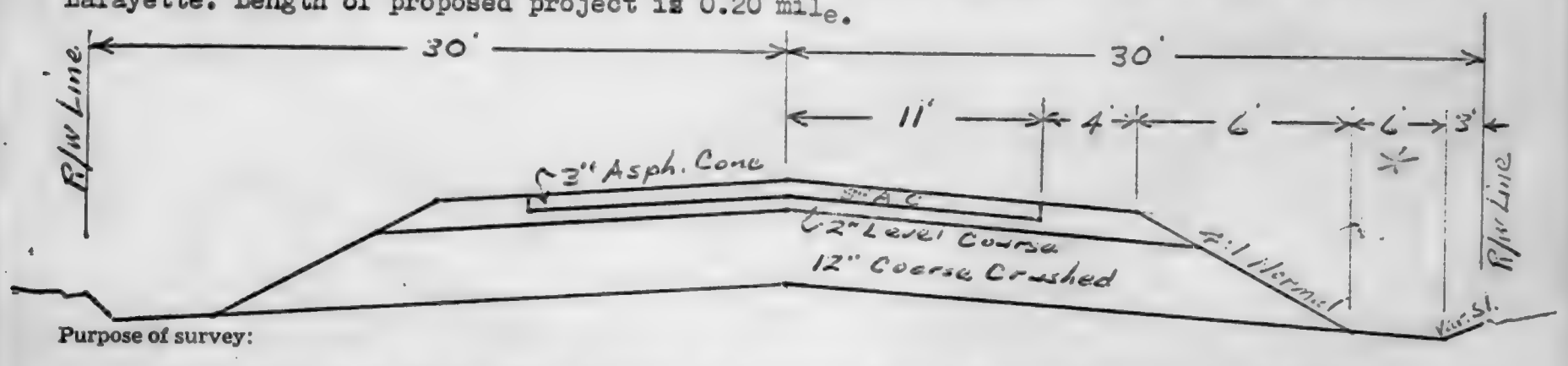
AUTHORITY FOR SURVEY

Section Lafayette (Monroe Street) Date January 13, 1967

Highway City Street Authorization No. 1

County Yamhill Division 2 Survey Prefix 336-1420 ✓
(Assigned by Salem office)

Description of termini, route, length, etc.: The beginning of the project is approximately 0.45 mile westerly of the easterly city limits of Lafayette. Beginning at the intersection of Monroe Street with 7th Street and proceeding in a southerly direction down Monroe Street to the intersection of Monroe Street and 3rd Street (Padific Highway West, M.P. 32.23) all within the City of Lafayette. Length of proposed project is 0.20 mile.



Purpose of survey:

This will be a KX location survey to prepare plans, specifications, and estimate of cost for grading and paving of the proposed project.

* REDUCE AS NECESSARY TO STAY WITHIN RIGHT OF WAY

1967 Special City Allotment

Estimate of cost:

Field	(901)	XXX,XXX.XX	$500
Plans	(905)		300
Soils	(910)		200

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $1,000.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by: Ross M. Harris
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Ass't Construction Engineer

Approved:
Ass't State Highway Engineer

State Printing 241

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section (From 7th St. - 3rd St.) Highway Lafayette City Streets County Yamhill

Res. Engr. _____ Approx. Length 0.19 Miles. Sta. _____ to Sta. _____

Prefix ____ Date ____

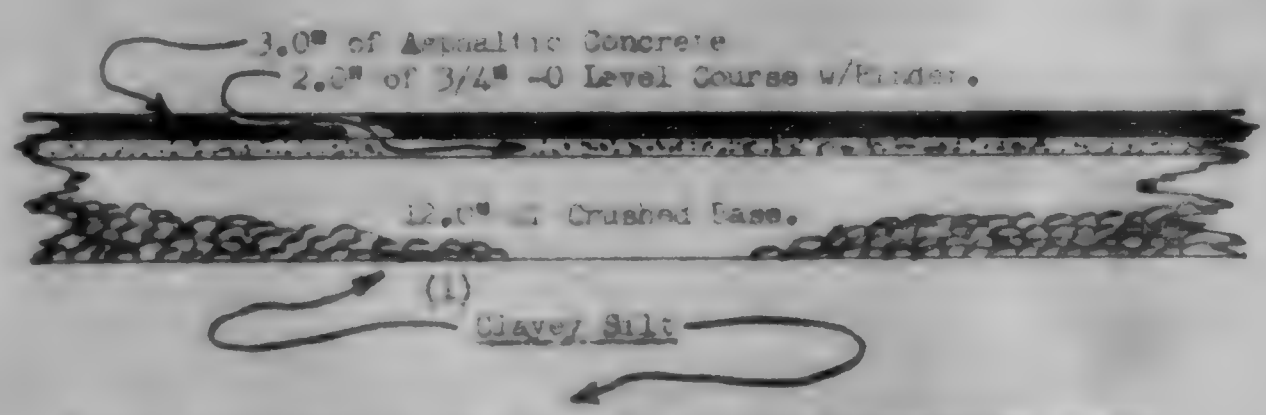
Truck A.D.T. 12 Traffic Coefficient 0.2 18 kip s.a. per day 8.4.

Annual Precipitation 39"± (McMinnville) Frost Penetration - - - - - - - -.

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
[redacted]

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.



CBE Total Req.	Credit	Actual Thick.	
	4.0	3.0	A.C.
	2.0	2.0	Level
	12.0	12.0	Cr. Base
20.0	20.0	17.0	

Should substitutions be made use the "CBE REQUIREMENT" column to obtain total thickness required and the table below for values:

1.0" of Asphaltic Concrete	=	2.0" Crushed Base
1.0" of Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0" of Oil Mat	=	1.1" Crushed Base
1.0" of Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. J. Berg
for Staff Assistant

Recommended by O. A. Peterson
Engineer of Materials

Recommended by H. L. Parker
Asst. Construction Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

NOTED
F. B. KLABOE

APPROVED
OCT 7 1966
FOR FILING

9-28-66

SECTION: Monroe Street

HIGHWAY: City of Lafayette

COUNTY: Vermilion

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1[illegible] (Total)

B. Future ADT [illegible] (Total)

C. Mean ADT [illegible] $\frac{(A+B)}{2}$

D. Design Period [illegible] Years

E. No. of Lanes 1

F. Percent Trucks [illegible] (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = [illegible] x (C) [illegible] = 12.70

H. % Trucks in Design Lane [illegible] %

I. Trucks in Design Lane (G) 12 x (H) 100 % = 12

TRAFFIC COEFFICIENT = K (I) 0.119
where K = 9.66

= 0.[illegible]

SECTION: [illegible]

HIGHWAY: City of Lafayette

COUNTY: [illegible]

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: [illegible] Standards
5. Cost Comparisons: [illegible]

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: [illegible]
7. Stage Construction: [illegible]
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: [illegible]
10. Stimulation of Competition: [illegible]
11. Construction Consideration: [illegible]
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City requested A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local [illegible]

CONCLUSION AND REMARKS:

See Item 12.

This is a short (0.7 m.) [illegible] paving equipment [illegible].

S.C.A. INVESTIGATION DATA

City of Lafayette Date May 10, 1966 Division II
Street (#) Monroe St. from 7th St to 3rd E.
No. previous projects 2
Last project 1954 (year)
Total SCA Funds to date $ 26,252

EXISTING

Surface now in place: A.C. — Oil — Gravel X Concrete —
Surface width: 18 feet, Shoulder-shoulder width: 26 feet
C-C width: — feet, Right-of-way width: 60 feet

Remarks: Existing gravel surface in good shape. No signs of
heaving, ruts or excessive wear. Ok for seal.

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 22 feet Shoulder width: 4 feet C-C width: — feet
Thickness of: A.C. 3" inches, Leveling 2" inches, Base 12" inches
Length: 1050 feet, .20 mile. Type curb: —

Remarks: A.C. approaches & 12" culvert pipe in drives.

Discussed project with Mr Flaniga & he said to shorten it 200'
because of traffic. ///

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ —
General Excavation	c.y.	~~3,440~~	1.25	4,300.00
Drainage Excavation	c.y.	41	5.00	205.00
Culvert Pipe	lin. ft.	370	4.00	1480.00
Base Material (1-1/2-0)	c.y.	2,040	4.25	8,670.00
Level Material (3/4-0)	c.y.	400	4.50	1,800.00
Asphalt	ton	530	8.25	4,372.50
Inlets	ea.	—	—	—
Manholes	ea.	—	—	—
Concrete Curbs	c.y.	—	—	—
Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	67	4.00	268.00
Extra for Approaches	ea.	12	50.00	600.00
Adjust. ~~Inlets~~ and M.H.'s	ea.	2	100.00	200.00
Other		—	—	—

* Items include 10% allowance.

Total	$ 21,895.50
Engineering & Contingencies (20%)	4,379.50
~~TOTAL~~	$ 26,275.00
City's Estimated Share of Survey	75.00
TOTAL ESTIMATED COST	$ 26,350.00

3"
2"
12"
19" = 1.58

LAFAYETTE.

GEN EXC.	$\frac{1.6 \times 42 \times 1100 \times 1.1}{27}$ =	3,440	C.Y.
DRAIN EXC.	$\frac{1 \times 3 \times 270}{27}$ =	41	C.Y.
2' [illegible]	$\frac{1.0 \times 35 \times 1100 \times 1.4}{27}$	2,040	C.Y.
2' [illegible]	$\frac{.17 \times 40 \times 1100 \times 1.2}{27}$	396	C.Y.
[illegible]	44.1 X 12 =	530	TONS
WATER	[illegible] X 2436 =	67	M-GAL.

SURF. [illegible] 1,275 [illegible] X 150 = [illegible] 191.25

26,275

NOTED
H. S. COX

NOTED
RICHARD UNREIN

SCA

PROJECT DATA, CITY OF Lafayette Date March 16, 1966

To be financed by Special City Allotment Fund and necessary city funds.

Street name Monroe Street, and Seventh St. Extension
(Locate project on attached map.)

Project length 2600 Ft.

DESIRED STREET SECTION:

Standard roadway; width of travel way: 20 feet, width of shoulders: 2 feet

Curbed section; width curb to curb: — feet

Remarks _____

Surface now in place: Oil ____ Paving ____ Gravel X

Present surface width: _____ feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 60

Are intersecting streets curbed? Yes ____ No X

Remarks _____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ____ No X

Explain: _____

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MAR 17 1966
ENGINEER
COUNTY & CITY DIVISION

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No_X_

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No_X_

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No_X_

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes_X_ No____; Width: __8__feet

Remarks_____

_____

_____

STORM SEWERS -

Now in place?. Yes____ No____

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes_X_ No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: __8__feet

Remarks_____

_____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 feet

Remarks _____

_____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No X

Portland cement? Yes ___ No X

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No ___

Electric poles? Yes X No ___

Which company? Portland General Electric Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No X

Which company? _____

Railroad tracks? Yes ___ No ___

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks _____

_____

SCA

NOTED
RICHARD UNREIN

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks _____

_____

_____

GENERAL INFORMATION:

Are city finances available? Yes ___ No X

When available? Date _____

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

_____

_____

General remarks: _____

_____

_____

By Ronald K Hicp
Mayor

By Alice G. Flanigan
City Recorder ~~or City Manager~~

By _____
City Engineer

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Lafayette is an incorporated city of the State of Oregon and has a population of 632 as given by the latest official census; and

WHEREAS, the following streets of said city,

Seventh Street Extension, from Seventh Street to East city limits; Monroe Street, from Third Street to Seventh Street

RECEIVED
MAR 10 1966
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Lafayette does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Donald L. Hill as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 7th day of March, 1966.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

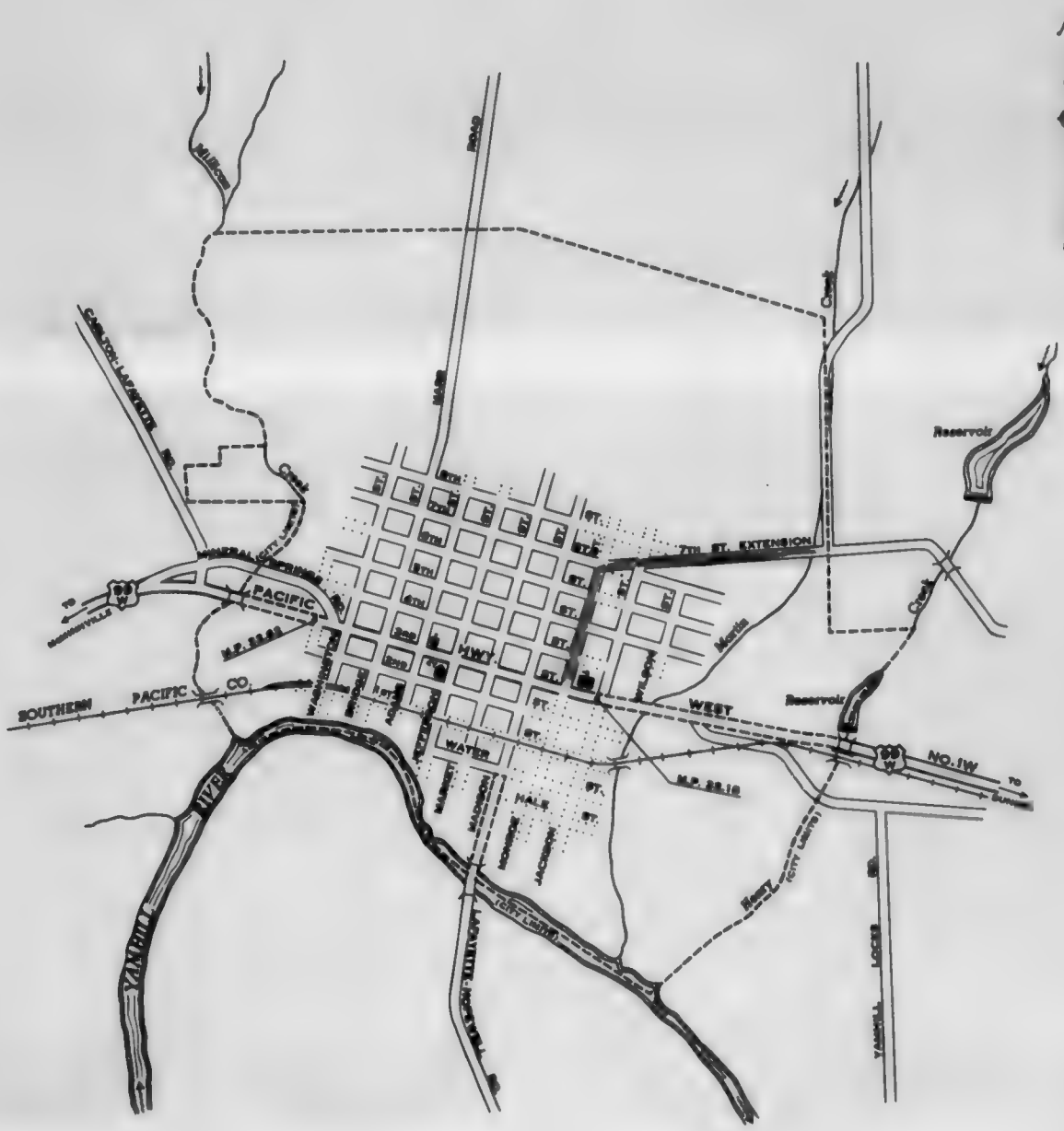
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Lafayette at a regular or special meeting of said Council, held on the 7th day of March, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8th day of March, 1966.

Alice G. Flanagan
City Recorder

(cc-50, 1959 Rev.)



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- cr – City Hall
- cr – Court House
- ▲ – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

LAFAYETTE

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 583

Scale in Feet

January 1, 1961

I-80N-5(27) Stanfield Junc-Pendleton 1967
187 Sec., Old Oregon Trail (Grad.,
#7017 pav., struc. & sign) Folder #2

C & A 633
C & A 3837
3419

R/W 29493
29729
28887

STATE COPY

Monthly transaction number: 7-14	FHWA PR-2A (Rev. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Umatilla
Modification number: 2		Project number: I-80N-5 (27) 187

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 14, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,088,041	$ 8,026,241
Federal funds	$ 7,461,200	$ 7,403,200
Other revisions		

This modification is made for the following reasons:

A decrease in cost due to reduction in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27th day of July, 19 70.

Oregon State Highway Division
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
R. E. Simpson

Oregon State Highway Division

Federal-Aid
Project No. I-80N-5 (27) 187

STANFIELD JCT. -PENDLETON SECTION OF THE

OLD OREGON TRAIL HWY. IN UMATILLA COUNTY

SALEM, OREGON, JULY 22, 1970

Revised Project agreement estimate.

Type Code 7221
Roadway (Sta. 1330+00 thru Equa. 1379+91.45 = 268+36.10 to Sta. 1083+40)
(Cont. No. 7017)

Sub-total on previous estimate of January 8, 1969			$6,115,771.00
Previous Estimate of June 1, 1967			
Gravel Blanket	115,000 cu.yd.	0.90	103,500.00
8-inch Continuously Reinforced Concrete Pavement	465,400 sq.yd.	5.00	2,327,000.00
			$2,430,500.00
Revised Estimate			
Gravel Blanket	100,000 cu.yd.	0.90	90,000.00
8-inch continuously Reinforced Concrete Pavement	456,900 sq.yd.	5.00	2,284,500.00
			$2,374,500.00
	Net Decrease		(56,000.00)
	Sub-total		$6,059,771.00
	*10% Engr. & Cont.		604,977.00
	Total		$6,664,748.00
Amount Stanfield Irrigation is to pay**	All Required		(8,280.00)
			$6,656,468.00

**Amount the Stanfield Irrigation District is to pay for the increased capacity of the siphon, which obligation is pending legal determination.

Total for Structures same as estimate of June 1, 1967 $1,369,773.00

Length of Roadway	16.264 miles
Length of Structure (1)	0.030 mile
Length of Structure, Exception (1)	0.090 mile
Total	16.384 miles

Cost of Roadway per mile - - - - - - - - - - - - - - - - - $493,497.35

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$6,656,468.00	$6,139,500.00	$516,968.00
Structures	1,369,773.00	1,263,700.00	106,073.00
Total	$8,026,241.00	$7,403,200.00	$623,041.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Const: Chap. 529, Laws 1939.

Prefix 630-1095

See estimates of June 1, 1967 and January 8, 1969 for list of utilities which are to be claimed on utility Project I-80N-5 (26) 187.

Monthly transaction number: 1-43	FC PR-2A (REV. 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate: Oregon
Project report number: 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 1-43-67	County: Umatilla
Modification number: 1		Project number: I-80N-5(27)187

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 14, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,849,148	$ 8,088,041
Federal funds	$ 7,241,500.00	$ 7,461,200.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to reflect estimated increase in funds by changes in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of January, 1969.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Klabee

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)
For R. E. Simpson

US COMM-D C 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(27)187

STANFIELD JCT.-PENDLETON SECTION OF THE

OLD OREGON TRAIL HWY. IN UMATILLA COUNTY

Revised project agreement estimate.

Salem, Oregon, January 8, 1969

Type Code 7221
Roadway (Sta. 1330+00 Thru Equa. 1379+91.45 = 268+36.10 to Sta. 1083+40)
(Contract No. 7017)

Subtotal on previous estimate of
June 1, 1967 $3,898,777.50

Previous estimate			
Special Borrow Excavation, Unclassified	185,600 cu.yd.	$ 0.55	102,080.00
Watering	50,000 M-gal.	2.50	125,000.00
3/4"-0 Material in Stone Leveling Course	133,000 ton	1.30	172,900.00
Plant Mix Stone Base	717,000 ton	1.30	932,100.00
Bituminous Base Mixture	9,000 ton	3.50	31,500.00
Asphalt in Bituminous Base Mixture	400 ton	33.00	13,200.00
3/4"-0 Aggregate in Prime Coat	470 cu.yd.	3.50	1,645.00
MC-250 Asphalt in Prime Coat	70 ton	50.00	3,500.00
Class "B" Asphalt Concrete Mixture	67,000 ton	3.50	234,500.00
Asphalt Cement in Mixture	3,700 ton	33.00	122,100.00
EMO#1 Flagging (57½% of Contractor's Cost)	All Required		15,000.00
			$1,753,225.00

Revised estimate			
Special Borrow Excavation, Unclassified	270 cu.yd.	$ 0.55	$ 148.50
Watering	149,750 M-gal.	2.50	374,375.00
3/4"-0 Material in Stone Leveling Course	113,000 ton	1.30	146,900.00
Plant Mix Stone Base	599,700 ton	1.30	779,610.00
Bituminous Base Mixture	-	-	-
Asphalt in Bituminous Base Mixture	-	-	-
3/4"-0 Aggregate in Prime Coat	-	-	-
MC-250 Asphalt in Prime Coat	-	-	-
Class "B" Asphalt Concrete Mixture	117,850 ton	3.50	412,475.00
Asphalt Cement in Mixture	6,770 ton	33.00	223,410.00
EMO#1 Flagging (57½% of Contractor's Cost)	All Required		25,000.00
SPO#9 Pavement Striping	All Required		8,300.00
			$1,970,218.50

	Net Increase	$ 216,993.50
	Subtotal	$6,115,771.00
	10% Engr. & Cont.*	610,777.00
	Total	$6,726,548.00
Amount Stanfield Irrigation is to pay**	All Required	$ (8,280.00)
		$6,718,268.00

* Reduced in accordance with Par. 5 (project field offices) of PPM 30-6.

**At present, this is the amount the Stanfield Irrigation District is going to pay for the increased capacity of the siphon. The amount is being arbitrated by the legal staffs of the State and the Irrigation District.

Total for structures same as previous estimate of June 1, 1967 $1,369,773.00

Length of Roadway - - - - - - - - - -	16.264 Miles
Length of Structure (1) - - - - - - -	0.030 Mile
Length of Structure, Exception (1)-	0.090 Mile
Total	16.384 Miles
Cost of Roadway Per Mile- - - - - -	$413,075.99

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$6,718,268.00	$6,197,500.00	$520,768.00
Structures	1,369,773.00	1,263,700.00	106,073.00
Totals	$8,088,041.00	$7,461,200.00	$626,841.00

Utilities

Bonneville Power Administration	All Required	$30,000.00
Umatilla Electric Cooperative Assn.	All Required	2,200.00
Pacific Power and Light Co.	All Required	2,500.00
Pacific Northwest Bell Telephone Co.	All Required	3,000.00
Stanfield Irrigation District	All Required	35,000.00
Hermiston Irrigation District	All Required	25,000.00
Federal Aviation Administration	All Required	700.00
		$98,400.00

The above-mentioned utilities will be claimed on utility project No. I-80N-5(26)187.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 630-1095

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
6-83		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY
4 7017	6-14-67	Umatilla
		PROJECT NO. I-80N-5(27)187

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Stanfield Jct. - Pendleton Section of The Old Oregon Trail Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-14-67	16.294
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,849,148	$ 7,241,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. K. Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Administrative Engr.

Date executed by Division Engineer June 14, 1967

Oregon State Highway Department

Federal-Aid
Project No. I 80N-5(27)187

STANFIELD JCT. -PENDLETON SECTION OF

THE OLD OREGON TRAIL HWY. IN UMATILLA COUNTY

Project agreement estimate.

Salem, Oregon, June 1, 1967

Type Code 7221
Roadway (Sta. 1330+00 thru Eq. 1379+91.45 = 268+36.10 to
Sta. 1083+40)(Contract No. 7017)

Clearing and Grubbing	All Required		$ 90,000.00
Ditch Excavation, Unclassified	7,160 cu. yds.	$ 1.75	12,530.00
General Excavation, Unclassified	3,000,000 cu. yds.	0.28	840,000.00
Overhaul	540,000 C-yd. stas.	0.22	118,800.00
Special Borrow Excavation, Uncl.	185,600 cu. yds.	0.55	102,080.00
Gravel Blanket	115,000 cu. yds.	0.90	103,500.00
Finishing Roadbed and Slopes	All Required		15,000.00
Rounding Cutbanks	18,000 lin. ft.	0.15	2,700.00
Trench Excavation	15,500 cu. yds.	1.75	27,125.00
Special Backfill in Drains	100 cu. yds.	3.00	300.00
Furnishing and Placing Topsoil	29,000 cu. yds.	1.00	29,000.00
Watering	50,000 M-gals.	2.50	125,000.00
Obliteration of Roadway	110 stas.	20.00	2,200.00
3/4"-0 Material in Stone Leveling Course	133,000 tons	1.30	172,900.00
Plant Mix Stone Base	717,000 tons	1.30	932,100.00
Bituminous Base Mixture	9,000 tons	3.50	31,500.00
Asphalt in Bituminous Base Mixture	400 tons	33.00	13,200.00
3/4" -0 Aggregate in Prime Coat	470 cu. yds.	3.50	1,645.00
MC-250 Asphalt in Prime Coat	70 tons	50.00	3,500.00
Class "B" asphalt Concrete Mixture	67,000 tons	3.50	234,500.00
Asphalt Cement in Mixture	3,700 tons	33.00	122,100.00
8-inch Continuously Reinforced Concrete Pavement	465,400 sq. yds.	5.00	2,327,000.00
8-inch Reinforced Concrete Pavement	1,000 sq. yds.	6.25	6,250.00
12-inch Reinforced Concrete Bridge End Panels	470 sq. yds.	14.00	6,580.00
Special Steel Reinforcement	30,000 lbs.	0.15	4,500.00
Pavement Terminal Anchors	840 lin. ft.	9.00	7,560.00
Class "A" Concrete in Box Culverts	220 cu. yds.	76.00	16,720.00
Reinforcement in Box Culverts	43,000 lbs.	0.15	6,450.00
15-inch Culvert Pipe	5,300 lin. ft.	3.25	17,875.00
18-inch Culvert Pipe	760 lin. ft.	3.85	2,926.00
24-inch Culvert Pipe	10,300 lin. ft.	5.30	54,590.00
36-inch Culvert Pipe	1,700 lin. ft.	9.00	15,300.00

42-inch Culvert Pipe	350 lin. ft.	$ 13.00	$ 4,550.00
48-inch Culvert Pipe	1,100 lin. ft.	15.50	17,050.00
54-inch Culvert Pipe	900 lin. ft.	21.00	18,900.00
48-inch Arch Type Pipe	370 lin. ft.	16.00	5,920.00
72-inch Arch Type Pipe	400 lin. ft.	36.00	14,400.00
6-inch Drain Pipe	2,200 lin. ft.	2.00	4,400.00
Salvaging and Relaying Pipe	50 lin. ft.	5.00	250.00
15-inch Paved Culvert End Slopes	32 only	35.00	1,120.00
18-inch Paved Culvert End Slopes	2 only	40.00	80.00
24-inch Paved Culvert End Slopes	60 only	60.00	3,600.00
36-inch Paved Culvert End Slopes	10 only	90.00	900.00
48-inch Paved Culvert End Slopes	1 only	150.00	150.00
Concrete Manholes	1 only	400.00	400.00
Concrete Inlets, Type "G-2M"	18 only	200.00	3,600.00
Concrete Inlets, Type Special "G-2M"	50 only	225.00	11,250.00
Concrete Inlets, Type "M"	13 only	325.00	4,225.00
Extra for A.C. Concrete Approaches	2 only	50.00	100.00
Guide Posts, W-1	794 only	5.75	4,565.50
Guide Posts, Y-1	110 only	5.50	605.00
Guide Posts, Y-2	386 only	6.00	2,316.00
Guard Rail	5,400 lin. ft.	2.40	12,960.00
Type 2 Barricade	3,000 lin. ft.	2.50	7,500.00
Portable Barricade	4 only	100.00	400.00
Terminal Anchor Posts	20 only	100.00	2,000.00
Guard Rail Blocks	300 only	2.00	600.00
Extra Guard Rail Posts	130 only	8.00	1,040.00
Extra for Painting Rails	8,320 lin. ft.	0.10	832.00
Salvaging Type 2 Barricade	4,800 lin. ft.	0.40	1,920.00
Guard Rail-Salvaged Type 2 Barricade	1,600 lin. ft.	1.00	1,600.00
Type 2 Barricade-Salvaged Type 2 Barricade	1,200 lin. ft.	0.50	600.00
Type 2 Fence	12,700 rods	6.25	79,375.00
16' Type 2 Double Gate	1 only	110.00	110.00
Wooden End Barriers	44 only	40.00	1,760.00
Furnishing Field Laboratory Building	2 only	500.00	1,000.00
Roadside Seeding	485 acres	50.00	24,250.00
Roadside Mulching	185 acres	180.00	33,300.00
Grass Seed-Crested Wheat Grass	9,700 lbs.	0.75	7,275.00
Inorganic Fertilizer (10-16-8)	1,940 cwt.	6.25	12,125.00
Signing			
Sign Support Footings	All Required		9,500.00
Breakaway Sign Posts	All Required		13,700.00
Pipe Sign Posts	All Required		950.00
Single Sign Supports	All Required		3,800.00
Double Sign Supports	All Required		1,200.00
Structure Mounts	All Required		3,000.00

Painted Wood Sign Posts	All Required		$ 4,000.00
Type "A" & "B" Signs in Place	4,756 sq. ft.	$ 6.50	30,914.00
Type "C", "D" & "R" Signs in Place	2,068 sq. ft.	4.00	8,272.00
Type "E", "F", "G" & "M" Signs in Place	608 sq. ft.	4.00	2,432.00
Type "P" Signs in Place	140 sq. ft.	7.00	980.00
Box Culvert			
Provide for Traffic at Structure Sites	All Required (78%)		19,500.00
Shoring, Cribbing, etc.	All Required (30%)		3,600.00
Structural Excavation	2,070 cu. yds.	3.00	6,210.00
Structural Excavation Below Elevation Shown	140 cu. yds.	3.00	420.00
Class "A" Concrete (341 cu. yds.)	All Required (7%)		28,700.00
Reinforcement (81,300 lbs.)	All Required (6%)		10,440.00
Trash Rack	All Required		1,500.00
Concrete Ditch Lining	220 sq. yds.	10.00	2,200.00
			$5,883,777.50
Anticipated Items			
Flagging (57-1/2% of contractor's cost)	All Required		$ 15,000.00
			$ 15,000.00
	Subtotal		$5,898,777.50
	10% Engr. & Cont. *		588,877.50
	Total		$6,487,655.00
Amount Stanfield Irrigation is to pay**	All Required		(8,280.00)
			$6,479,375.00

* Reduced in accordance with Par. 5 (project field offices) of PPM 30-6.

**At present, this is the amount the Stanfield Irrigation District is going to pay for the increased capacity of the siphon. The amount is being arbitrated by the legal staffs of the State and the Irrigation District.

Type Code X721
Stanfield Interchange Str. No. 9314 (Sta. WB 1371+10.74)(Cont. No. 7017)

Provide for Traffic at Structure Sites	All Required (10%)		$ 2,300.00
Shoring, Cribbing, etc.	All Required (16%)		1,920.00
Structural Excavation	1,300 cu. yds.	$ 3.00	3,900.00
Structural Excavation Below Elevation Shown	130 cu. yds.	3.00	390.00
Furnish 10 BP 42 Steel Piling	4,920 lin. ft.	4.75	23,370.00
Drive Steel Piles	162 only	50.00	8,100.00
Splice Steel Piles	40 only	30.00	1,200.00
Class "A" Concrete (2,020 cu. yds.)	All Required (38%)		155,800.00
Reinforcement (623,000 lbs.)	All Required (47%)		81,780.00
Two Tube Steel Railing	854 lin. ft.	20.00	17,080.00
Preparation of Slopes	730 sq. yds.	1.00	730.00
Concrete Slab Riprap	730 sq. yds.	8.00	5,840.00
8-inch Metal Drain Pipe, Type "A" Coating	475 lin. ft.	4.00	1,900.00
6-inch Standard Steel Pipe	130 lin. ft.	22.00	2,860.00
			$ 307,370.00

Type Code X771
Echo Jct. Interchange No.9577 (Sta. WB 508+31.29)(Contract No. 7017)

Provide for Traffic at Structure Site	All Required (3%)		$ 750.00
Shoring, Cribbing, etc.	All Required (6%)		720.00
Structural Excavation	660 cu. yds.	3.00	1,980.00
Structural Excavation Below Elevation Shown	65 cu. yds.	3.00	195.00
Furnish 10 BP 42 Steel Piling	2,765 lin. ft.	4.75	13,133.75
Drive Steel Piles	110 only	50.00	5,500.00
Splice Steel Piles	27 only	30.00	810.00
Class "A" Concrete (494 cu. yds.)	All Required (9%)		36,900.00
Reinforcement (108,500 lbs.)	All Required (8%)		13,920.00
Structural Steel (322,500 lbs.)	All Required (21%)		90,300.00
Three Tube Steel Railing	577 lin. ft.	21.00	12,117.00
Preparation of Slopes	345 sq. yds.	1.00	345.00
Concrete Slab Riprap	345 sq. yds.	8.00	2,760.00
			$ 179,430.75

Type Code X281
Nolin Road Overcrossing Nos. 9578 & 9578A (Sta. 593+28 to Sta. 594+88)
(Contract No. 7017)

Shoring, Cribbing, etc.	All Required (20%)		$ 2,400.00
Structural Excavation	300 cu. yds.	$ 3.00	1,500.00
Structural Excavation, Below Elevation Shown	50 cu. yds.	3.00	150.00
Furnish 10 BP 42 Steel Piling	575 lin. ft.	4.75	2,731.25
Drive Steel Piles	20 only	50.00	1,000.00
Splice Steel Piles	5 only	30.00	150.00
Class "A" Concrete (648 cu. yds.)	All Required (12%)		49,200.00
40'/45' Type 3 Prestressed Beams	20 only	950.00	19,000.00
75'/80' Type 3 Prestressed Beams	12 only	1,750.00	21,000.00
Reinforcement (165,700 lbs.)	All Required (13%)		22,620.00
Metal Parapet Railing, Single Pipe	664 lin. ft.	8.00	5,312.00
Preparation of Slopes	1,000 sq. yds.	1.00	1,000.00
Concrete Slab Riprap	1,000 sq. yds.	8.00	8,000.00
8-inch Metal Drain Pipe, Type "A" Casting	125 lin. ft.	4.00	500.00
			$ 134,563.25

Type Code X771
New Road Undercrossing No. 9579 (Sta. WB 773+00) (Contract No. 7017)

Provide for Traffic at Structure Sites	All Required (3%)		$ 750.00
Shoring, Cribbing, etc.	All Required (8%)		960.00
Structural Excavation	250 cu. yds.	$ 3.00	750.00
Structural Excavation Below Elevation Shown	25 cu. yds.	3.00	75.00
Furnish 10 BP 42 Steel Piling	850 lin. ft.	4.75	4,037.50
Drive Steel Piles	30 only	50.00	1,500.00
Splice Steel Piles	8 only	30.00	240.00
Class "A" Concrete (512 cu. yds.)	All Required (10%)		41,000.00
Reinforcement (103,800 lbs.)	All Required (8%)		13,920.00
Structural Steel (337,600 lbs.)	All Required (22%)		94,600.00
Three Tube Steel Railing	608 lin. ft.	21.00	12,768.00
Preparation of Slopes	340 sq. yds.	1.00	340.00
Concrete Slab Riprap	340 sq. yds.	8.00	2,720.00
			$ 173,660.50

Type Code X771
Yoakum Interchange Str. No. 9568 (Sta. 824+64.40) (Contract No. 7017)

Provide for Traffic at Structure Sites	All Required (3%)		$ 750.00
Shoring, Cribbing, etc.	All Required (8%)		960.00
Structural Excavation	320 cu. yds.	$ 3.00	960.00
Structural Excavation Below Elevation Shown	30 cu. yds.	3.00	90.00
Furnish 10 BP 42 Steel Piling	825 lin. ft.	4.75	3,918.75
Drive Steel Piles	30 only	50.00	1,500.00
Splice Steel Piles	8 only	30.00	240.00
Class "A" Concrete (569 cu. yds.)	All Required (11%)		45,100.00
Reinforcement (115,400 lbs.)	All Required (9%)		15,660.00
Structural Steel (456,600 lbs.)	All Required (30%)		129,000.00
Three Tube Steel Railing	694 lin. ft.	21.00	14,574.00
Preparation of Slopes	460 sq. yds.	1.00	460.00
Concrete Slab Riprap	460 sq. yds.	8.00	3,680.00
			$ 216,892.75

Type Code X771
Barnhart Interchange Str. No. 9584 (Sta. WB 1000+76.19)
(Contract No. 7017)

Provide for Traffic at Structure Sites	All Required (3%)		$ 750.00
Shoring, Cribbing, etc.	All Required (8%)		960.00
Structural Excavation	420 cu. yds.	$ 3.00	1,260.00
Structural Excavation Below Elevation Shown	40 cu. yds.	3.00	120.00
Furnish 10 BP 42 Steel Piling	250 lin. ft.	4.75	1,187.50
Drive Steel Piles	10 only	50.00	500.00
Splice Steel Piles	2 only	30.00	60.00
Class "A" Concrete (619 cu. yds.)	All Required (12%)		49,200.00
Reinforcement (112,400 lbs.)	All Required (8%)		13,920.00
Structural Steel (405,300 lbs.)	All Required (27%)		116,100.00
Three Tube Steel Railing	656 lin. ft.	21.00	13,776.00
Preparation of Slopes	355 sq. yds.	1.00	355.00
Concrete Slab Riprap	355 sq. yds.	8.00	2,840.00
			$ 201,028.50

Type Code X081
Furnish Ditch Bridge No. 2459A (Opposite Sta. 1368+50) (Contract No. 7017)

Remove Existing Furnish Ditch Bridge	All Required		$ 2,000.00
Shoring, Cribbing, etc.	All Required (4%)		480.00
Structural Excavation	180 cu. yds.	$ 3.00	540.00
Structural Excavation Below Elevation Shown	20 cu. yds.	3.00	60.00
Furnish 10 BP 42 Steel Piling	750 lin. ft.	4.75	3,562.50
Drive Steel Piles	20 only	50.00	1,000.00
Splice Steel Piles	5 only	30.00	150.00
Class "A" Concrete (71 cu. yds.)	All Required (1%)		4,100.00
70'/75' Prestressed Channel Interior Beams	9 only	2,100.00	18,900.00
70'/75' Prestressed Channel Edge Beams	2 only	2,800.00	5,600.00
Reinforcement (9,200 lbs.)	All Required (1%)		1,740.00
Three Tube Steel Railing	138 lin. ft.	21.00	2,898.00
			$ 41,030.50
	Subtotal		$1,258,976.25
	10% Engr. & Cont.		125,396.75
			$1,379,373.00
Credit for Salvaged Prestressed Slabs			(9,600.00)
	Total		$1,369,773.00

Length of Roadway ..... 16.264 miles
Length of Structure (1) ..... 0.030 mile
Length of Structure, Exception (1) ..... 0.090 mile

Total ..... 16.384 miles

Cost of Roadway per mile $398,387.54

Retained in Program Status

Pavement Striping	All Required		$ 8,300.00
			8,300.00
	10% Engr. & Cont.		830.00
			$ 9,130.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$6,479,375.00	$5,977,800.00	$501,575.00
Structures	1,369,773.00	1,263,700.00	106,073.00
Subtotal	$7,849,148.00	$7,241,500.00	$607,648.00
Retained in Program	9,130.00	8,400.00	730.00
Total	$7,858,278.00	$7,249,900.00	$608,378.00

Utilities

Bonneville Power Administration	All Required	$30,000.00
Umatilla Electric Cooperative Assn.	All Required	2,200.00
Pacific Power & Light Company	All Required	2,500.00
Pacific Northwest Bell Telephone Co.	All Required	3,000.00
Stanfield Irrigation District	All Required	35,000.00
Hermiston Irrigation District	All Required	25,000.00
Federal Aviation Administration	All Required	700.00
		$98,400.00

The above-mentioned utilities will be claimed on utility project No. I-80N-5(26)187.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-SON-5(27)187

STANFIELD JCT.-PENDLETON SECTION OF THE

OLD OREGON TRAIL HWY. IN UMATILLA COUNTY

Revised P.S. & E. Estimate.

Salem, Oregon, April 26, 1967

Type Code 7221
Roadway (Sta. 1330+00 Thru Eq. 1379+91.45 = 268+36.10 to Sta. 1083+40)

Clearing and Grubbing	All Required			$ 15,000.00
Ditch Excavation, Unclassified	7,160	cu.yd.	$ 2.50	17,900.00
General Excavation, Unclassified	3,000,000	cu.yd.	0.30	900,000.00
Overhaul	540,000	C-yd.sta.	0.40	216,000.00
Special Borrow Excavation, Unclassified	185,600	cu.yd.	0.85	157,760.00
Gravel Blanket	115,000	cu.yd.	1.75	201,250.00
Finishing Roadbed and Slopes	All Required			25,000.00
Rounding Cutbanks	18,000	lin.ft.	0.20	3,600.00
Trench Excavation	15,500	cu.yd.	3.00	46,500.00
Special Backfill in Drains	100	cu.yd.	7.00	700.00
Furnishing and Placing Topsoil	29,000	cu.yd.	2.50	72,500.00
Watering	50,000	M-gal.	3.00	150,000.00
Obliteration of Roadway	110	sta.	75.00	8,250.00
3/4" - 0 Material in Stone Leveling Course	133,000	ton	1.35	179,550.00
Plant-Mix Stone Base	717,000	ton	1.35	967,950.00
Bituminous Base Mixture	9,000	ton	3.25	29,250.00
Asphalt in Bituminous Base Mixture	400	ton	36.00	14,400.00
3/4" - 0 Aggregate in Prime Coat	470	cu.yd.	5.00	2,350.00
MC-250 Asphalt in Prime Coat	70	ton	55.00	3,850.00
Class "B" Asphalt Concrete Mixture	67,000	ton	3.40	227,800.00
Asphalt Cement in Mixture	3,700	ton	36.00	133,200.00
8-inch Continuously Reinforced Concrete Pavement	500,000	sq.yd.	5.50	2,559,700.00
8-inch Reinforced Concrete Pavement	1,000	sq.yd.	5.00	5,000.00
12-inch Reinforced Concrete Bridge End Panels	470	sq.yd.	12.00	5,640.00
Special Steel Reinforcement	30,000	lb.	0.14	4,200.00
Pavement Terminal Anchors	840	lin.ft.	12.00	10,080.00
Class "A" Concrete in Box Culvert	220	cu.yd.	75.00	16,500.00
Reinforcement in Box Culvert	43,000	lb.	0.15	6,450.00
15-inch Culvert Pipe	5,500	lin.ft.	4.25	23,375.00
18-inch Culvert Pipe	760	lin.ft.	5.00	3,800.00
24-inch Culvert Pipe	10,300	lin.ft.	8.50	87,550.00

36-inch Culvert Pipe	1,700 lin.ft.	$ 15.50	$ 26,350.00
42-inch Culvert Pipe	350 lin.ft.	19.00	6,650.00
48-inch Culvert Pipe	1,100 lin.ft.	28.00	30,800.00
54-inch Culvert Pipe	900 lin.ft.	40.00	36,000.00
48-inch Arch-Type Pipe	370 lin.ft.	26.00	9,620.00
72-inch Arch-Type Pipe	400 lin.ft.	50.00	20,000.00
6-inch Drain Pipe	2,200 lin.ft.	2.00	4,400.00
Salvaging and Re-laying Pipe	50 lin.ft.	5.00	250.00
15-inch Paved Culvert End Slopes	32 only	35.00	1,120.00
18-inch Paved Culvert End Slopes	2 only	40.00	80.00
24-inch Paved Culvert End Slopes	60 only	50.00	3,000.00
36-inch Paved Culvert End Slopes	10 only	70.00	700.00
48-inch Paved Culvert End Slopes	1 only	100.00	100.00
Concrete Manholes	1 only	300.00	300.00
Concrete Inlets, Type G-2M	18 only	150.00	2,700.00
Concrete Inlets, Type Special G-2M	50 only	250.00	12,500.00
Concrete Inlets, Type M	13 only	150.00	1,950.00
Extra for A.C. Concrete Approaches	2 only	35.00	70.00
Guide Posts, W-1	794 only	8.00	6,352.00
Guide Posts, Y-1	110 only	8.50	935.00
Guide Posts, Y-2	386 only	9.00	3,474.00
Guard Rail	5,400 lin.ft.	2.65	14,310.00
Type 2 Barricade	3,000 lin.ft.	3.50	10,500.00
Terminal Anchor Posts	20 only	125.00	2,500.00
Guard Rail Blocks	300 only	1.75	525.00
Extra Guard Rail Posts	130 only	12.00	1,560.00
Extra for Painting Rails	8,320 lin.ft.	0.10	832.00
Salvaging Type 2 Barricade	4,800 lin.ft.	0.75	3,600.00
Portable Barricade	4 only	100.00	400.00
Guard Rail-Salvaged Type 2 Barricade	1,600 lin.ft.	1.25	2,000.00
Type 2 Barricade-Salvaged Type 2 Barricade	1,200 lin.ft.	1.25	1,500.00
Type 2 Fence	12,700 rod	8.50	107,950.00
16' Type 2 Double Gate	1 only	100.00	100.00
Wooden End Barriers	44 only	50.00	2,200.00
Furnishing Field Laboratory Building	2 only	500.00	1,000.00
Roadside Seeding	485 acre	100.00	48,500.00
Roadside Mulching	185 acre	150.00	27,750.00
Grass Seed-Crested Wheatgrass	9,700 lb.	1.00	9,700.00
Inorganic Fertilizer (10-16-8)	1,940 cwt.	6.00	11,640.00
<u>Signing</u>			
Sign Support Footings	All Required		9,000.00
Breakaway Sign Posts	All Required		16,000.00
Pipe Sign Posts	All Required		1,500.00
Single Sign Supports	All Required		3,000.00
Double Sign Supports	All Required		1,400.00
Structure Mounts	All Required		6,300.00

Painted Wood Sign Posts	All Required		$ 6,300.00
Type "A" and "B" Signs in Place	4,756 sq.ft.	$ 7.50	35,670.00
Type "C", "D" and "R" Signs in Place	2,068 sq.ft.	4.75	9,823.00
Type "E", "F", "G" and "M" Signs in Place	608 sq.ft.	4.75	2,888.00
Type "P" Signs in Place	140 sq.ft.	7.50	1,050.00
Box Culvert			
Provide for Traffic at Structure Sites	All Req. (78%)		23,400.00
Shoring, Cribbing, etc.	All Req. (30%)		15,000.00
Structural Excavation	2,070 cu.yd.	5.00	10,350.00
Structural Excavation Below Elevation Shown	140 cu.yd.	8.00	1,120.00
Class "A" Concrete (341 cu.yds. @ $80.00)	All Req. (7%)		29,534.40
Reinforcement (81,300 lbs. @ $0.14)	All Req. (6%)		11,082.12
Trash Rack	All Required		2,500.00
Concrete Ditch Lining	220 sq.yd.	8.00	1,760.00
			$6,696,700.52
Anticipated Items			
Flagging (57½% of Contractor's Cost)	All Required		$ 15,000.00
			$ 15,000.00
	Subtotal		$6,711,700.52
	10% Engr. & Cont.*		670,170.48
	Total		$7,381,871.00
**Amount Stanfield Irrigation is to pay	All Required		(8,280.00)
			$7,373,591.00

* Reduced in accordance with Par. 5 (project field offices) of PPM 30-6.

**At present this is the amount the Stanfield Irrigation District is going to pay for the increased capacity of the siphon. The amount is being arbitrated by the legal staffs of the State and the Irrigation District.

Type Code X721
Stanfield Interchange Str. No. 9314 (Sta. WB 1371+1074)

Provide for Traffic at Structure Sites	All Req. (10%)		$ 3,000.00
Shoring, Cribbing, etc.	All Req. (16%)		8,000.00
Structural Excavation	1,300 cu.yd.	$ 5.00	6,500.00
Structural Excavation Below Elevation Shown	130 cu.yd.	8.00	1,040.00
Furnish 10 BP 42 Steel Piling	4,920 lin.ft.	5.00	24,600.00
Drive Steel Piles	162 only	65.00	10,530.00

Splice Steel Piles	40 only	$ 40.00	$ 1,600.00
Class "A" Concrete (2,020 cu.yds. @ $80.00)	All Req. (38%)		160,329.60
Reinforcement (623,000 lbs. @ $0.14)	All Req. (47%)		86,809.94
Two Tube Steel Railing	854 lin.ft.	18.00	15,372.00
Preparation of Slopes	730 sq.yd.	2.00	1,460.00
Concrete Slab Riprap	730 sq.yd.	8.00	5,840.00
8-inch Metal Drain Pipe, Type "A" Coating	475 lin.ft.	4.00	1,900.00
6 K-inch Standard Steel Pipe	130 lin.ft.	14.00	1,820.00
			$ 328,801.54

Type Code X771
Echo Jct. Interchange No. 9577 (Sta. WB 508+31.29)

Provide for Traffic at Structure Site	All Req. (3%)		$ 900.00
Shoring, Cribbing, etc.	All Req. (6%)		3,000.00
Structural Excavation	660 cu.yd.	$ 5.00	3,300.00
Structural Excavation Below Elevation Shown	65 cu.yd.	8.00	520.00
Furnish 10 BP 42 Steel Piling	2,765 lin.ft.	5.00	13,825.00
Drive Steel Piles	110 only	65.00	7,150.00
Splice Steel Piles	27 only	40.00	1,080.00
Class "A" Concrete (494 cu.yds. @ $80.00)	All Req. (9%)		37,972.80
Reinforcement (108,500 lbs. @ $0.14)	All Req. (8%)		14,776.16
Structural Steel (322,500 lbs. @ $0.30)	All Req. (21%)		95,886.00
Three Tube Steel Railing	577 lin.ft.	20.00	11,540.00
Preparation of Slopes	345 sq.yd.	2.00	690.00
Concrete Slab Riprap	345 sq.yd.	8.00	2,760.00
			$ 193,399.96

Type Code X281
Nolin Road Overcrossing Nos. 9578 and 9578A (Sta. 593+28 to Sta. 594+88)

Shoring, Cribbing, etc.	All Req. (20%)		$ 10,000.00
Structural Excavation	500 cu.yd.	$ 5.00	2,500.00
Structural Excavation Below Elevation Shown	50 cu.yd.	8.00	400.00
Furnish 10 BP 42 Steel Piling	575 lin.ft.	5.00	2,875.00
Drive Steel Piles	20 only	65.00	1,300.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (648 cu.yds. @ $80.00)	All Req. (12%)		50,630.40
40'/45' Type 3 Prestressed Beams	20 only	1,000.00	20,000.00
75'/80' Type 3 Prestressed Beams	12 only	2,200.00	26,400.00
Reinforcement (165,700 lbs. @ $0.14)	All Req. (13%)		24,011.26

Metal Parapet Railing, Single Pipe	664 lin.ft.	$ 7.00	$ 4,648.00
Preparation of Slopes	1,000 sq.yd.	2.00	2,000.00
Concrete Slab Riprap	1,000 sq.yd.	8.00	8,000.00
8-inch Metal Drain Pipe, Type "A" Coating	125 lin.ft.	4.00	500.00
			$ 153,464.66

Type Code X771
New Road Undercrossing No. 9579 (Sta. WB 773+00)

Provide for Traffic at Structure Sites	All Req. (3%)		$ 900.00
Shoring, Cribbing, etc.	All Req. (8%)		4,000.00
Structural Excavation	250 cu.yd.	$ 5.00	1,250.00
Structural Excavation Below Elevation Shown	25 cu.yd.	8.00	200.00
Furnish 10 BP 42 Steel Piling	850 lin.ft.	5.00	4,250.00
Drive Steel Piles	30 only	65.00	1,950.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (512 cu.yds. @ $80.00)	All Req. (10%)		42,192.00
Reinforcement (103,800 lbs. @ $0.14)	All Req. (8%)		14,776.16
Structural Steel (337,600 lbs. @ $0.30)	All Req. (22%)		100,452.00
Three Tube Steel Railing	608 lin.ft.	20.00	12,160.00
Preparation of Slopes	340 sq.yd.	2.00	680.00
Concrete Slab Riprap	340 sq.yd.	8.00	2,720.00
			$ 185,850.16

Type Code X771
Yoakum Interchange Str. No. 9568 (Sta. 824+64.40)

Provide for Traffic at Structure Sites	All Req. (3%)		$ 900.00
Shoring, Cribbing, etc.	All Req. (8%)		4,000.00
Structural Excavation	320 cu.yd.	$ 5.00	1,600.00
Structural Excavation Below Elevation Shown	30 cu.yd.	8.00	240.00
Furnish 10 BP 42 Steel Piling	825 lin.ft.	5.00	4,125.00
Drive Steel Piles	30 only	65.00	1,950.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (569 cu.yds. @ $80.00)	All Req. (11%)		46,411.20
Reinforcement (115,400 lbs. @ $0.14)	All Req. (9%)		16,623.18
Structural Steel (456,600 lbs. @ $0.30)	All Req. (30%)		136,980.00
Three Tube Steel Railing	694 lin.ft.	20.00	13,880.00
Preparation of Slopes	460 sq.yd.	2.00	920.00
Concrete Slab Riprap	460 sq.yd.	8.00	3,680.00
			$ 231,629.38

Type Code X771
Barnhart Interchange Str. No. 9584 (Sta. WB 1000+76.19)

Provide for Traffic at Structure Sites	All Req. (3%)		$ 900.00
Shoring, Cribbing, etc.	All Req. (8%)		4,000.00
Structural Excavation	420 cu.yd.	$ 5.00	2,100.00
Structural Excavation Below Elevation Shown	40 cu.yd.	8.00	320.00
Furnish 10 BP 42 Steel Piling	250 lin.ft.	5.00	1,250.00
Drive Steel Piles	10 only	65.00	650.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (619 cu.yds. @ $80.00)	All Req. (12%)		50,630.40
Reinforcement (112,400 lbs. @ $0.14)	All Req. (8%)		14,776.16
Structural Steel (405,300 lbs. @ $0.30)	All Req. (27%)		123,282.00
Three Tube Steel Railing	656 lin.ft.	20.00	13,120.00
Preparation of Slopes	355 sq.yd.	2.00	710.00
Concrete Slab Riprap	355 sq.yd.	8.00	2,840.00
			$ 214,658.56

Type Code X081
Furnish Ditch Bridge No. 2439A (Opposite Sta. 1368+50)

Remove Existing Furnish Ditch Bridge	All Required		$ 3,000.00
Shoring, Cribbing, etc.	All Req. (4%)		2,000.00
Structural Excavation	180 cu.yd.	$ 5.00	900.00
Structural Excavation Below Elevation Shown	20 cu.yd.	8.00	160.00
Furnish 10 BP 42 Steel Piling	750 lin.ft.	5.00	3,750.00
Drive Steel Piles	20 only	65.00	1,300.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (71 cu.yds. @ $80.00)	All Req. (1%)		4,219.20
70'/75' Prestressed Channel Interior Beams	9 only	2,800.00	25,200.00
70'/75' Prestressed Channel Edge Beams	2 only	3,500.00	7,000.00
Reinforcement (9,200 lbs. @ $0.14)	All Req. (1%)		1,847.02
Three Tube Steel Railing	138 lin.ft.	20.00	2,700.00
			$ 52,336.22

	Subtotal	$1,360,140.48
	10% Engr. & Cont.	136,014.52
		$1,496,155.00
Credit for Salvaged Prestressed Slabs		(9,600.00)
	Total	$1,486,555.00

Length of Roadway - - - - - - - -	16.264 miles
Length of Structure (1) - - - -	0.030 mile
Length of Structure Exception (1) - - - - - - - - -	0.090 mile
Total	16.384 miles
Cost of Roadway Per Mile- - - -	$453,368.00

Retained in Program Status

Pavement Striping	All Required	$ 8,300.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$7,373,591.00	$6,802,000.00	$571,591.00
Structures	1,486,555.00	1,371,400.00	115,155.00
Subtotal	$8,860,146.00	$8,173,400.00	$686,746.00
Retained in Program	8,300.00	7,600.00	700.00
Total	$8,868,446.00	$8,181,000.00	$687,446.00

Utilities

Bonneville Power Administration	All Required	$30,000.00
Umatilla Electric Cooperative Assn.	All Required	2,200.00
Pacific Power and Light Company	All Required	2,500.00
Pacific Northwest Bell Telephone Co.	All Required	3,000.00
Stanfield Irrigation District	All Required	35,000.00
Hermiston Irrigation District	All Required	25,000.00
Federal Aviation Administration	All Required	700.00
		$98,400.00

The above-mentioned utilities will be claimed on Utility Project No. I-80N-5(26)187.

STANFIELD JCT.-PENDLETON

Prestressed Beam Quantities

40'/45' Type 3 Prestressed Beams

Overhead			$ 100.00
Class "AA" Concrete	6.2 cu.yd. @	$100.00	620.00
Reinforcement	550 lb. @	0.14	77.00
Prestress Wire	340 lb. @	0.60	204.00
			$1,001.00
		USE	$1,000.00

75'/80' Type 3 Prestressed Beams

Overhead			$ 100.00
Class "AA" Concrete	11.9 cu.yd. @	$100.00	1,190.00
Reinforcement	1,000 lb. @	0.14	140.00
Prestress Wire	1,340 lb. @	0.60	804.00
			$2,234.00
		USE	$2,200.00

70'/75' Prestressed Channel Interior Beams

Overhead			$ 200.00
Class "AA" Concrete	14.5 cu.yd. @	$120.00	1,740.00
Reinforcement	2,440 lb. @	0.14	340.00
Prestress Wire	820 lb. @	0.60	492.00
			$2,772.00
		USE	$2,800.00

70'/75' Prestressed Channel Edge Beams

Overhead			$ 200.00
Class "AA" Concrete	19.4 cu.yd. @	$120.00	2,328.00
Reinforcement	2,420 lb. @	0.14	339.00
Prestress Wire	1,080 lb. @	0.60	648.00
			$3,515.00
		USE	$3,500.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(27)187

STANFIELD JCT.-PENDLETON SECTION OF

THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

P.S. & E. Estimate.

Salem, Oregon, April 6, 1967

Type Code 7221
Roadway (Sta. 1330+00 Thru Eq. 1379+91.45 = 268+36.10 to Sta. 1083+40)

Clearing and Grubbing	All Required			$ 15,000.00
Ditch Excavation, Unclassified	7,000	cu.yd.	$ 2.50	17,500.00
General Excavation, Unclassified	3,000,000	cu.yd.	0.30	900,000.00
Overhaul	540,000	C-yd.sta.	0.40	216,000.00
Gravel Blanket	115,000	cu.yd.	1.75	201,250.00
Finishing Roadbed and Slopes	All Required			25,000.00
Rounding Cutbanks	16,600	lin.ft.	0.20	3,320.00
Trench Excavation	14,800	cu.yd.	3.00	44,400.00
Special Backfill in Drains	100	cu.yd.	7.00	700.00
Furnishing and Placing Topsoil	23,000	cu.yd.	2.50	57,500.00
Watering	50,000	M-gal.	3.00	150,000.00
Obliteration of Roadway	110	sta.	75.00	8,250.00
3/4" - 0 Material in Stone Leveling Course	105,000	ton	1.35	141,750.00
Plant-Mix Stone Base	713,000	ton	1.35	962,550.00
Bituminous Base Mixture	5,600	ton	3.25	18,200.00
Asphalt in Bituminous Base Mixture	260	ton	36.00	9,360.00
3/4" - 0 Aggregate in Prime Coat	470	cu.yd.	5.00	2,350.00
MC-250 Asphalt in Prime Coat	70	ton	55.00	3,850.00
Class "B" Asphalt Concrete Mixture	62,000	ton	3.40	210,800.00
Asphalt Cement in Mixture	3,400	ton	36.00	122,400.00
8-inch Continuously Reinforced Concrete Pavement	500,000	sq.yd.	5.50	2,750,000.00
8-inch Reinforced Concrete Pavement	1,000	sq.yd.	5.00	5,000.00
12-inch Reinforced Concrete Bridge End Panels	470	sq.yd.	12.00	5,640.00
Special Steel Reinforcement	30,000	lb.	0.14	4,200.00
Pavement Terminal Anchors	840	lin.ft.	12.00	10,080.00
Class "A" Concrete in Box Culvert	220	cu.yd.	75.00	16,500.00
Reinforcement in Box Culvert	43,000	lb.	0.15	6,450.00
15-inch Culvert Pipe	5,040	lin.ft.	4.25	21,420.00
18-inch Culvert Pipe	480	lin.ft.	5.00	2,400.00
24-inch Culvert Pipe	10,000	lin.ft.	8.50	85,000.00

36-inch Culvert Pipe	1,700 lin.ft.	$ 15.50	$ 26,350.00
42-inch Culvert Pipe	350 lin.ft.	19.00	6,650.00
48-inch Culvert Pipe	1,100 lin.ft.	28.00	30,800.00
54-inch Culvert Pipe	900 lin.ft.	40.00	36,000.00
72-inch Culvert Pipe	300 lin.ft.	42.00	12,600.00
48-inch Arch-Type Pipe	370 lin.ft.	26.00	9,620.00
72-inch Arch-Type Pipe	400 lin.ft.	50.00	20,000.00
6-inch Drain Pipe	2,200 lin.ft.	2.00	4,400.00
Salvaging and Re-laying Pipe	50 lin.ft.	5.00	250.00
15-inch Paved Culvert End Slopes	32 only	35.00	1,120.00
24-inch Paved Culvert End Slopes	60 only	50.00	3,000.00
36-inch Paved Culvert End Slopes	10 only	70.00	700.00
48-inch Paved Culvert End Slopes	1 only	100.00	100.00
Concrete Manholes	1 only	300.00	300.00
Concrete Inlets, Type G-2M	16 only	150.00	2,400.00
Concrete Inlets, Type Special G-2M	50 only	250.00	12,500.00
Concrete Inlets, Type M	12 only	150.00	1,800.00
Extra for A.C. Concrete Approaches	4 only	35.00	140.00
Guide Posts, W-1	780 only	8.00	6,240.00
Guide Posts, Y-1	88 only	8.50	748.00
Guide Posts, Y-2	300 only	9.00	2,700.00
Guard Rail	6,140 lin.ft.	2.65	16,271.00
Type 2 Barricade	3,000 lin.ft.	3.50	10,500.00
Rail End Pieces	52 only	5.00	260.00
Guard Rail Blocks	440 only	1.75	770.00
Extra Guard Rail Posts	170 only	12.00	2,040.00
Extra for Painting Rails	9,000 lin.ft.	0.10	900.00
Salvaging Type 2 Barricade	4,800 lin.ft.	0.75	3,600.00
Salvaging Portable Barricade	4 only	25.00	100.00
Guard Rail-Salvaged Type 2 Barricade	1,600 lin.ft.	1.25	2,000.00
Type 2 Barricade-Salvaged Type 2 Barricade	1,200 lin.ft.	1.25	1,500.00
Portable Barricade from Salvaged Portable Barricade	4 only	10.00	40.00
Type 2 Fence	12,400 rod	8.50	105,400.00
16' Type 2 Double Gate	1 only	100.00	100.00
Wooden End Barriers	34 only	50.00	1,700.00
Furnishing Field Laboratory Building	2 only	500.00	1,000.00
Roadside Seeding	485 acre	100.00	48,500.00
Roadside Mulching	185 acre	150.00	27,750.00
Grass Seed, Crested Wheatgrass	9,700 lb.	1.00	9,700.00
Inorganic Fertilizer (10-16-8)	1,940 cwt.	6.00	11,640.00

SIGNING			
Sign Support Footings	All Required		$ 13,000.00
Breakaway Sign Posts	All Required		7,500.00
Pipe Sign Posts	All Required		1,500.00
Single Sign Supports	All Required		3,000.00
Double Sign Supports	All Required		1,400.00
Cantilever Sign Structures	All Required		28,800.00
Structure Mounts	All Required		5,300.00
Sign Illumination Equipment	All Required		17,410.00
Painted Wood Sign Posts	All Required		4,500.00
Type "A" & "B" Signs in Place	3,697 sq.ft.	$ 7.50	27,727.50
Type "C", "D" & "R" Signs in Place	1,544 sq.ft.	4.75	7,334.00
Type "E", "F", "G" & "M" Signs in Place	470 sq.ft.	4.75	2,232.50
Type "P" Signs in Place	94 sq.ft.	7.50	705.00
BOX CULVERT			
Provide for Traffic at Structure Sites	All Req. (78%)		23,400.00
Shoring, Cribbing, etc.	All Req. (30%)		15,000.00
Structural Excavation	2,070 cu.yd.	5.00	10,350.00
Structural Excavation Below Elevation Shown	140 cu.yd.	8.00	1,120.00
Class "A" Concrete (336 cu.yd. @ $80.00)	All Req. (6%)		24,916.80
Reinforcement (80,500 lb. @ $0.14)	All Req. (6%)		10,907.40
8-inch Standard Steel Pipe	440 lin.ft.	15.00	6,600.00
Trash Rack	All Required		2,000.00
Concrete Ditch Lining	240 sq.yd.	8.00	1,920.00
			$6,655,682.20
ANTICIPATED ITEMS			
Flagging (57½ of Contractor's Cost)	All Required		$ 15,000.00
			$ 15,000.00
	Subtotal		$6,670,682.20
	10% Engr. & Cont.*		666,067.80
			$7,336,750.00

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Type Code X721
Stanfield Interchange Str. No. 9314 (Sta. WB 1371+1074)

Provide for Traffic at Structure Sites	All Req. (10%)	$ 3,000.00
Shoring, Cribbing, etc.	All Req. (16%)	8,000.00

Structural Excavation	1,300 cu.yd.	$ 5.00	$ 6,500.00
Structural Excavation Below Elevation Shown	130 cu.yd.	8.00	1,040.00
Furnish 10 BP 42 Steel Piling	4,920 lin.ft.	5.00	24,600.00
Drive Steel Piles	162 only	65.00	10,530.00
Splice Steel Piles	40 only	40.00	1,600.00
Class "A" Concrete (2,020 cu.yd. @ $80.00)	All Req. (39%)		161,959.20
Reinforcement (623,000 lb. @ $0.14)	All Req. (48%)		87,259.20
Two Tube Steel Railing	854 lin.ft.	18.00	15,372.00
Preparation of Slopes	730 sq.yd.	2.00	1,460.00
Concrete Slab Riprap	730 sq.yd.	8.00	5,840.00
8-inch Metal Drain Pipe, Type "A" Coating	475 lin.ft.	4.00	1,900.00
4-inch Standard Steel Pipe	130 lin.ft.	12.00	1,560.00
			$ 330,620.40

Type Code X771
Echo Jct. Interchange No. 9577 (Sta. WB 508+31.29)

Provide for Traffic at Structure Site	All Req. (3%)		$ 900.00
Shoring, Cribbing, etc.	All Req. (6%)		3,000.00
Structural Excavation	660 cu.yd.	$ 5.00	3,300.00
Structural Excavation Below Elevation Shown	65 cu.yd.	8.00	520.00
Furnish 10 BP 42 Steel Piling	2,765 lin.ft.	5.00	13,825.00
Drive Steel Piles	110 only	65.00	7,150.00
Splice Steel Piles	27 only	40.00	1,080.00
Class "A" Concrete (494 cu.yd. @ $80.00)	All Req. (10%)		41,528.00
Reinforcement (108,500 lb. @ $0.14)	All Req. (8%)		14,543.20
Structural Steel (322,500 lb. @ $0.30)	All Req. (21%)		95,835.60
Three Tube Steel Railing	577 lin.ft.	20.00	11,540.00
Preparation of Slopes	345 sq.yd.	2.00	690.00
Concrete Slab Riprap	345 sq.yd.	8.00	2,760.00
			$ 196,671.80

Type Code X281
Nolin Road Overcrossing Nos. 9578 & 9578A (Sta. 593+28 to Sta. 594+88)

Shoring, Cribbing, etc.	All Req. (20%)		$ 10,000.00
Structural Excavation	500 cu.yd.	$ 5.00	2,500.00
Structural Excavation Below Elevation Shown	50 cu.yd.	8.00	400.00
Furnish 10 BP 42 Steel Piling	575 lin.ft.	5.00	2,875.00
Drive Steel Piles	20 only	65.00	1,300.00
Splice Steel Piles	5 only	40.00	200.00

Class "A" Concrete (642 cu.yd. @ $80.00)	All Req. (12%)		$ 49,833.60
40'/45' Type 3 Prestressed Beams	20 only	$1,000.00	20,000.00
75'/80' Type 3 Prestressed Beams	12 only	2,200.00	26,400.00
Reinforcement (165,700 lb. @ $0.14)	All Req. (13%)		23,632.70
Metal Parapet Railing, Single Pipe	664 lin.ft.	7.00	4,648.00
Preparation of Slopes	1,000 sq.yd.	2.00	2,000.00
Concrete Slab Riprap	1,000 sq.yd.	8.00	8,000.00
8-inch Metal Drain Pipe, Type "A" Coating	125 lin.ft.	4.00	500.00
			$ 152,289.30

Type Code X771
New Road Undercrossing No. 9579 (Sta. WB 786+70.08)

Provide for Traffic at Structure Sites	All Req. (3%)		$ 900.00
Shoring, Cribbing, etc.	All Req. (8%)		4,000.00
Structural Excavation	250 cu.yd.	$ 5.00	1,250.00
Structural Excavation Below Elevation Shown	25 cu.yd.	8.00	200.00
Furnish 10 HP 42 Steel Piling	850 lin.ft.	5.00	4,250.00
Drive Steel Piles	30 only	65.00	1,950.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (444 cu.yd. @ $80.00)	All Req. (9%)		37,375.20
Reinforcement (84,400 lb. @ $0.14)	All Req. (6%)		10,907.40
Structural Steel (337,600 lb. @ $0.30)	All Req. (22%)		100,399.20
Three Tube Steel Railing	608 lin.ft.	20.00	12,160.00
Preparation of Slopes	310 sq.yd.	2.00	620.00
Concrete Slab Riprap	310 sq.yd.	8.00	2,480.00
			$ 176,811.80

Type Code X771
Yoakum Interchange Str. No. 9568 (Sta. 824+64.40)

Provide for Traffic at Structure Sites	All Req. (3%)		$ 900.00
Shoring, Cribbing, etc.	All Req. (8%)		4,000.00
Structural Excavation	320 cu.yd.	$ 5.00	1,600.00
Structural Excavation Below Elevation Shown	30 cu.yd.	8.00	240.00
Furnish 10 HP 42 Steel Piling	825 lin.ft.	5.00	4,125.00
Drive Steel Piles	30 only	65.00	1,950.00

Splice Steel Piles	8 only	$ 40.00	$ 320.00
Class "A" Concrete (567 cu.yd. @ $80.00)	All Req. (11%)		45,680.80
Reinforcement (115,100 lb. @ $0.14)	All Req. (9%)		16,361.10
Structural Steel (456,100 lb. @ $0.30)	All Req. (30%)		136,908.00
Three Tube Steel Railing	694 lin.ft.	20.00	13,880.00
Preparation of Slopes	460 sq.yd.	2.00	920.00
Concrete Slab Riprap	460 sq.yd.	8.00	3,680.00
			$ 230,504.90

Type Code K771
Barnhart Interchange Str. No. 9584 (Sta. WB 1000+76.19)

Provide for Traffic at Structure Sites	All Req. (3%)		$ 900.00
Shoring, Cribbing, etc.	All Req. (8%)		4,000.00
Structural Excavation	420 cu.yd.	$ 5.00	2,100.00
Structural Excavation Below Elevation Shown	40 cu.yd.	8.00	320.00
Furnish 10 BP 42 Steel Piling	250 lin.ft.	5.00	1,250.00
Drive Steel Piles	10 only	65.00	650.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (617 cu.yd. @ $80.00)	All Req. (12%)		49,833.60
Reinforcement (112,100 lb. @ $0.14)	All Req. (9%)		16,361.10
Structural Steel (405,000 lb. @ $0.30)	All Req. (27%)		123,217.20
Three Tube Steel Railing	656 lin.ft.	20.00	13,120.00
Preparation of Slopes	355 sq.yd.	2.00	710.00
Concrete Slab Riprap	355 sq.yd.	8.00	2,840.00
			$ 215,381.90

Type Code K081
Furnish Ditch Bridge No. 2439A (Opposite Sta. 1368+50)

Remove Existing Furnish Ditch Bridge	All Required		$ 3,000.00
Shoring, Cribbing, etc.	All Req. (4%)		2,000.00
Structural Excavation	180 cu.yd.	$ 5.00	900.00
Structural Excavation Below Elevation Shown	20 cu.yd.	8.00	160.00
Furnish 10 BP 42 Steel Piling	750 lin.ft.	5.00	3,750.00
Drive Steel Piles	20 only	65.00	1,300.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (71 cu.yd. @ $80.00)	All Req. (1%)		4,152.80
70'/75' Prestressed Channel Interior Beams	9 only	2,800.00	25,200.00
70'/75' Prestressed Channel Edge Beams	2 only	3,500.00	7,000.00

Reinforcement (9,200 lb. @ $0.14)	All Req. (1%)		$ 1,817.90
Three Tube Steel Railing	138 lin.ft.	$ 20.00	2,760.00
			$ 52,240.70
	Subtotal		$1,354,580.80
	10% Engr. & Cont.		135,457.20
			$1,490,038.00
Credit for Salvaged Prestressed Slabs			(9,600.00)
	Total		$1,480,438.00

Length of Roadway - - - - - - - -	16.264 Miles
Length of Structure (1) - - - -	0.030 Mile
Length of Structure Exception (1) - - - - - - - - - - - - - - -	0.090 Mile
Total	16.384 Miles
Cost of Roadway Per Mile- - - -	$451,103.66

Retained in Program Status

Pavement Striping	All Required	$ 8,300.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$7,336,750.00	$6,768,100.00	$568,650.00
Structures	1,480,438.00	1,365,700.00	114,738.00
Subtotal	$8,817,188.00	$8,133,800.00	$683,388.00
Retained in Program	8,300.00	7,600.00	700.00
Total	$8,825,488.00	$8,141,400.00	$684,088.00

Auth

UTILITIES

Bonneville Power Administration	All Required	$ 30,000.00
Umatilla Electric Cooperative Assn.	All Required	2,200.00
Pacific Power & Light Company	All Required	2,500.00
Pacific Northwest Bell Telephone Co.	All Required	3,000.00
Stanfield Irrigation District	All Required	35,000.00
Hermiston Irrigation District	All Required	25,000.00
Federal Aviation Administration	All Required	700.00
		$ 98,400.00

The above-mentioned utilities will be claimed on Utility Project No. I-80N-5(26)187. Prefix number to be assigned.

STAMFIELD JCT.-PENDLETON

Prestressed Beam Quantities

40'/45' Type 3 Prestressed Beams

Overhead	$ 100.00
Class "AA" Concrete (6.2 cu.yd. @ $100.00)	620.00
Reinforcement (550 lb. @ $0.14)	77.00
Prestress Wire (340 lb. @ $0.60)	204.00
	$1,001.00
USE	$1,000.00

75'/80' Type 3 Prestressed Beams

Overhead	$ 100.00
Class "AA" Concrete (11.9 cu.yd. @ $100.00)	1,190.00
Reinforcement (1,000 lb. @ $0.14)	140.00
Prestress Wire (1,340 lb. @ $0.60)	804.00
	$2,234.00
USE	$2,200.00

70'/75' Prestressed Channel Interior Beams

Overhead	$ 200.00
Class "AA" Concrete (14.5 cu.yd. @ $120.00)	1,740.00
Reinforcement (2,440 lb. @ $0.14)	340.00
Prestress Wire (820 lb. @ $0.60)	492.00
	$2,772.00
USE	$2,800.00

70'/75' Prestressed Channel Edge Beams

Overhead	$ 200.00
Class "AA" Concrete (19.4 cu.yd. @ $120.00)	2,328.00
Reinforcement (2,420 lb. @ $0.14)	339.00
Prestress Wire (1,080 lb. @ $0.60)	648.00
	$3,515.00
USE	$3,500.00

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MAR 30 1970

FOR FILING

INSPECTION NO. 2 C

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

I 84(11-7)187
16117

Name of Job Stanfield Jct.-Pendleton Contract No. 7017

Highway Old Oregon Trail

Contractor

Date March 16, 1970

( ) Initial
( ) Intermediate
( ) Final
(X) Special

Inspection Made by J. H. Walker
G. L. Decker

REMARKS

This inspection was primarily made to closely check and determine the cause of the longitudinal cracking on the portland cement concrete pavement which has developed at some areas on this section.

The entire section on both the eastbound and west bound lanes was viewed and stops were made at numerous areas to examine the cracking.

There was no correlation between the cracking and any features of the terrainsuch as cuts or fills. The predominant location of the cracking appeared to be in the outside or heavy traffic lanes; however, in a few instances they occurred at the inside lanes. As a general fule, the cracking occurred more at an area 2 to 4 feet from centerline than elsewhere. In most cases where the longitudinal cracking occurred, a lack of sufficient or noticeable centerline cracking was prevalent.

At many areas, it appeared that the insertion of the 2-inch plastic strip at centerline, which was placed to induce a crack, had not performed the job as well as would be desired. There were some areas where portions of the plastic strip was showing and in some instances a smooth rounded edge of concrete appeared where the strip had at some time been lapped at the edge of the joint. At such locations, it was evident that the strip had not ended up in its proper position of vertical and 2 inches deep.

While on this trip, the Pendleton Bypass was examined as well as the Lime Section which was placed by the same contractor and the same equipment as was the subject section. The pavement on these sections was placed last summer. At this time, there is no apparent longitudinal cracking on either project; however, this probably does not indicate much as no apparent longitudinal cracking had developed on the Stanfield Jct.-Pendleton Section at the time it was the same age.

(CONTINUED)

cc: Div. Engr. H. S. Coulter
Res. Engr. C. D. Hiatt
F. B. Klaboe

J. H. Walker
Signed

Levels and straightedge tests have been made at locations of the cracking and the results show no change in grade, crown or any distortion in the pavement.

While in the Lime area, the old PCC on the Lime-Malheur County Line job was checked. In this project which was placed some 3 years ago, the centerline had been sawed. There was no longitudinal cracking that could be seen on this section.

The Division has been asked to cut several sets of cores on centerline and adjacent in the area where longitudinal cracking has occurred. This is to be done on both the eastbound and westbound lanes. These will be sent to the Construction Department for examination.

At present, it would appear that we should specify a sawed joint at the area between lanes if they are placed at one laydown. It is also thought that placing of the transverse steel across the lanes as one unit instead of alternating in lane widths would be preferable. Both of these proposed changes will be recommended on existing and future projects.

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MAR 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 17 1969

FOR FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 15, 1969

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(24)187, Stanfield Junction - Reith Hill Section
File 39885, L-5405, Marshall E. Meyers

Mr. Rohde's letter of September 8 again requested reconsideration of the exception taken in the amount of $1,717 on the subject file.

While we are in agreement that under the circumstances the State is legally required to make payment, such obligation is not necessarily one in which the Federal Government is also obligated. The facts of the case clearly indicate that there was no fence on the Meyers property between stations 449 and 476; therefore there is no basis for a change from our stated position.

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OCT 16 1969
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STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 13 1968
FC

UNITED STATES GOVERNMENT

Memorandum

I-ON-5(24)187

7(17)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: September 12, 1968

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(24)187
Stanfield Junction - Reith Hill Section
File 39885, L-5404, Marshall E. Meyers
Federal-Aid Preaudit Ineligibility Notification No. 35-68-PIN-5

Please refer to Chief Counsel G. E. Rohde's letter of August 30, 1968 which submitted additional documentation to support the settlement of the Meyer's case. Our ineligilibility notification dated June 11, 1968 required that $2,297 be placed in a nonparticipating status pending submission of additional documentation for the reasons stated in the notification.

The information contained in Chief Counsel Rohde's letter adequately answers Points 1, 3 and 4 of the ineligibility notification. Concerning Item No. 2 which involves questions as to the fencing allowance of $2,770 additional information will be required before we can approve Federal participation.

The Chief Counsel's letter states in part "Reference to the attached map will indicate that the area adjacent to the county road is not the fencing for which compensation is being made. The county road is south of the south property line. It forms the south boundary of the entire property crossing the freeway at an angle and extending across the full area of the taking. The fencing for which an allowance is made is that fencing on the northerly side of the frontage road which is northerly of the freeway."

A review of right of way plan sheets Nos. 9 and 10 submitted to this office shows fencing of the Meyer's property between Station 476 and 493+50. This fencing parallels the old Highway 30 from Stations 476 to 483+50 and then parallels the county road. Scaling of this fencing and cross fencing which is within the taking closely approximates the 2,220 feet of fencing mentioned in paragraph b of Appraiser Mellor's report. No fencing was shown on the right of way Plan Sheet 9 for the portion of the Meyer's property between Stations 449 and 475. It would appear that the best way to clear up this question is to secure a written statement from Appraiser Mellor as well as a brief sketch map showing the location of the fencing mentioned in the appraisal report.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Rohde's letter indicates in part "Mr. Ferguson has taken detailed estimate in that the actual length of the northerly side of the frontage road scales some 4,600 feet in length whereas his figure of 306 rods allows for fencing on only 4,049 feet." It would appear that 4,049 feet is an error and this should be 5,049.

It would appear that if Mr. Mellor's description of the fencing is correct that an allowance for Type 2 fencing would constitute a betterment. If the amount of the fencing is correct as stated in the Mellor appraisal than payment is being made for fencing that never existed. It would seem the question could easily be cleared up by the appraisers involved particularly Mr. Mellor.

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SEP 13 1968
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STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILE, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

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I-SAN-E107(8)7

7C17

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 30, 1968

NOTED
R. L. PORTER

Mr. R. L. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Re: State of Oregon vs.
Marshall K. Hayers, et al.
Case No. 9376
L-5404 R-39885
Stanfield Junction-Pendleton Sec.
Old Oregon Trail Highway

Dear Mr. Simpson:

In response to your "Federal-Aid Pre-Audit Ineligibility Notification No. 35-68-PIH-5", dated June 11, 1968, I herewith submit the additional documentation requested.

In paragraph 1 you request a copy of the verdicts mentioned in the settlement reports. This matter was submitted to the Commission in January, 1968, therefore, I am enclosing a copy of the verdicts which were returned during 1967. Two verdicts on the list are 1968 verdicts and can be ignored.

In response to paragraph 2 pertaining to the amount and value of fencing, I am attaching hereto a copy of our right-of-way map which will illustrate my comments and possibly help you in understanding them. The engineer's estimate of 306 rods of required fencing is an accurate estimate and is justified. In paragraph 2 you state "The state's appraisal clearly indicates the type and length of fencing in the taking." The statement to which you refer is in the appraisal of Ross Meller, which is dated February 10, 1967. In Mr. Meller's detailed description of the entire property in paragraph B he states, "Adjacent to the County Road . . . ". Reference to the attached map will indicate that the area adjacent to the county road is not the fencing for which compensation is being made. The county road is south of the south property line. It forms the south boundary of the entire property crossing the freeway at an angle and extending across the full area of the taking.

The fencing for which an allowance is made is that fencing on the northerly side of the frontage road which is northerly of the freeway. Mr. Ferguson's letter of September 22, 1967, states that the northerly side of the frontage road is the area which requires the 306 rods of fencing. Mr. Ferguson has taken detailed estimate in that the actual length of the northerly side of the frontage road scales some 4,600 feet in length whereas his figure of 306 rods allows for fencing on only 4,049 feet. He probably eliminated areas near the homesite or areas not requiring fencing.

The appraisers both state in their appraisals that they assume that the State will fence the right of way. While a right-of-way fence between the freeway and the frontage road is a fence which will protect the freeway, it does not protect the defendants' remaining land because it is located on the opposite side of the frontage road from the defendants' remaining land. While no definite data is available on the type of fencing required, this fact was mentioned for two reasons. First, when the fence was removed during construction we were in a position where we would be unable to prove the type of fence in existence and be at the landowner's mercy. Secondly, having removed the fence, it is conceivable that the landowner could make a claim for damages arising out of his need to remove or otherwise contain the cattle during the period in which the fence was down. If I can furnish additional facts or data pertaining to the fencing, I will be happy to do so.

Two other matters are worthy of your consideration in reviewing this matter. You will note that while the first and second appraisal reviews are in the amount of $4,150, the letter of offer made to the owners prior to the filing of the complaint was in the amount of $4,730. This arises from the review appraisers' failure to add a land preparation allowance of $580 which is set forth in a teletype from Mr. Williams dated April 7, 1967, and later verified in the Resident Engineer's letter of September 22, 1967, where he states that the crop was not harvested and that the taking was in crop. The higher offer was based on a special review appraisal of Milner Mead dated April 11, 1967, which added the land preparation allowance which the review appraiser failed to include in his latest review.

The next item pertains to a cattle guard which was within the area of the taking. The appraisers assume that the cattle guard will be replaced. The Resident Engineer's letter of September 22, 1967, verifies the fact that the cattle guard was in the taking at Station 488+75. In the various letters to the review appraisers this factor was mentioned and it was suggested that it be included. It is stated in the "Justification of Settlement" that the cattle guard had a value of approximately $300. The trial attorney was advised of this feature by the appraisers.

It is submitted that a $580 crop allowance and a $300 cattle guard allowance should be added to the reviewed figure.

In your notification of June 11, 1968, you mentioned that the replacement fencing of 135 rods would justify the review appraiser's allowance of $1,000. With 306 rods of replacement fencing required, perhaps a figure in excess of $2,000 could be justified.

In response to paragraph 3 of your notification, please be advised that the Administrative Review Board approved the settlement but apparently failed to stamp or provide a memo to that effect.

In response to paragraph 4 of your notification, the owners dropped their claim for interest and the deed was obtained and recorded and the case dismissed without any such interest having been paid.

It is respectfully requested that upon review of the additional documentation contained herein that we be authorized to set up this settlement for full federal participation.

Very truly yours,

C. E. ROEDE
Chief Counsel

CER:hg
Enclosures

cc Mr. R. L. Porter
Mr. C. H. Maison
Mr. L. H. Young
Mr. D. H. Moebring
Mr. Milton Mitchell
Mr. F. C. McKinney

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AUG 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-147—10M—

State Printing 64211

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

File No.	Defendants	State's High	Verdict	Increase	Atty. Fees	TRIAL DATE
L-5434	Ferdie Hudemann	$ 3,500	$15,000	$11,500	$3,531.66	1968
L-5403	Claude Meyers	5,625	19,600	13,975	4,500.00	12-6-67
L-5405	Peter Meyers	3,000	4,550	1,550	516.66	1968
L-5406	Ralph Reese	2,720	5,650	2,930	978.67	11-20-67
L-5421	Ronald Rew	6,650	10,000	3,350	1,116.67	10-30-67
L-5465	Willard Rohde	700	2,300	1,600	533.33	11-6-67
L-5381	Rachel Lundell	4,625	8,600	3,975	1,325.00	8-30-67
L-5418	Triangle Development	3,950	9,600	5,650	2,138.33	9-25-67
L-5366	Richard Cook	1,600	3,000	1,400	434.00	10-4-67
L-5409	Glenn Rohde	6,850	9,500	2,650	883.33	10-18-67
L-5424	Ronald Rew	11,950	14,625	2,675	1,276.00	10-16-67
L-5425	Sallie M. Vollendorff	8,675	14,000	5,325	1,775.00	10-9-67
L-5255	Gladys Goad	10,000	14,980	4,980	1,675.00	5-8-67
			TOTAL	$61,560	$20,683.65	
			AVERAGE	$ 4,735	$ 1,591.05	
~~L-5402~~	~~L. C. Fontana~~	~~35,000~~	~~60,000~~	~~25,000~~	~~8,333~~	10-25-67

RECEIVED
SEP 11 1969
FOR FILING

I-80N-5(27)187
7017

September 9, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7017
Prefix 630-1095
FAP I-80N-5(27)187

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 13 covering a credit to the project for salvaged Type "A" end pieces on the Stanfield Junction-Pendleton Section of the Old Oregon Trail Highway in Umatilla County.

This order establishes a salvage value for 20 Type "A" guardrail end pieces and gives credit to the project for the salvaged end pieces.

This salvage value and credit was tentatively recommended for approval by the Bureau of Public Roads Area Engineer September 5, 1969.

The amount of this order is $20.00 with Federal participation in the amount of $20.00.

Your approval as of September 5, 1969 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

BMW:fw

RECEIVED
SEP 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 25 SEP 1969
Contingent upon modification of project agreement if additional funds are required.
By [signature] Dist. Engineer
Title
Date 25 SEP 1969

Order No. 13

U. S. BUREAU OF PUBLIC ROADS

Project Name Stanfield Junction-Pendleton Section Date 23, 1969

Highway Old Oregon Trail Contract No. 7017 F. A. Project No. I-80N-5(27)187

County Umatilla Prefix 630-1095 Account No. 290-13

Description of Work To Be Done:

To establish salvage value of 20 Type "A" end pieces and credit project.

NOTED
F. B. KLABOE

Location by Station Numbers:

1330 - 1107

Estimate of Quantities and Costs:

Salvage value of Type "A" end pieces	20 each @ $1.00 =	$20.00

Explanation: Mr. R. A. Nichols, B.P.R. Area Engineer has concurred on the unit price salvage value.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 8,156,085.46
Present estimate of project cost, including credit $ -20.00 for work under this order	$ 8,156,085.46
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer

Approval Recommended: [signature] Division Engineer

Approved: [signature] Highway Engineer

9-16-69

RECEIVED
JUL 24 1969
FOR FILING

I-80N-5(27)187

7017

July 23, 1969

The Fidelity and Casualty Co. of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

Contract No. 7017 awarded to Rogers Construction, Inc., for grading, paving, structures and signing on the Stanfield Junction--Pendleton Section of the Old Oregon Trail in Umatilla County was completed on March 15, 1969, and accepted by the Highway Commission on July 16, 1969.

This afternoon we received your telegram consenting to immediate release of retained percentage on this contract provided that there are no liens filed to date. We have no record of liens or claims filed against this contract so we will release the check as soon as it is prepared. The final payment is in the amount of $226,085.02. The total contract amount is $7,347,974.49 including $45,473.61 for work performed under force account.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Pallett, Fisher & Carlo, Inc.
2001 U. S. National Bank Building
Portland, Oregon 97204

H. S. Coulter
F. D. Morgan
V. E. Skoog
Attn: John Herr

RECEIVED
JUL 22 1969
FOR FILING

I-80N-5(27)187

7017

July 18, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed March 15, 1969 on Contract No. 7017. The contract was with Rogers Construction, Inc. for grading, paving, structures and signing on the Stanfield Junction-Pendleton Section of the Old Oregon Trail Highway in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This matter will be on the agenda for confirmation at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
H. S. Coulter

RECEIVED
AUG 12 1969
FOR FILING

I 5(N)-5(37)187
7017

July 9, 1969

Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

2891

#4

Gentlemen:

The State Highway Commission at its meeting on July 8, 1969, considered your request for an increase of 102 calendar days on Contract No. 7017 for work on the Stanfield Junction-Pendleton Section of the Old Oregon Trail in Umatilla County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission increased the calendar days by 81, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sss

bc F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Coulter
W. C. Ferguson
Bureau of Public Roads

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 26, 1969

In reply refer to: 08-35.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-80N-5(27)187
Stanfield - Pendleton Section, Old Oregon Trail Highway
Contract No. 7017

Your request for extending the contract time, as contained in Mr. Klaboe's April 27 and June 17 letters on the subject project, is approved for 75 of the requested 101 calendar days.

If you wish, your personnel may contact this office to discuss our analysis in determining the 75 calendar day extension.

orig to Bond w/letter
7-1-69

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Peace
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUL 1 1969
CONSTRUCTION DIVISION

NOTED
E. B. KLABOE

RECEIVED
JUN 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 22, 1969

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-80N-5(27)187
Pendleton Section
Old Oregon Trail Highway
Time Extension

Reference is made to Mr. Klaboe's April 28, 1969 letter concerning the above subject.

According to our records your recommended time extension does not appear to be justified. Before taking additional action on your recommendation I would like the clarification on the following items:

1. The effect the change orders had on the critical phases of construction.

2. The actual delay of the contractor's operations due to inclement weather on the completion date.

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
MAY 23 1969
CONSTRUCTION DIVISION

Peare
Swan
Glenn
Litchfield
Gallagher
Stein

orig w/file
to Morgan - RIW
5-23-69

RECEIVED
MAY 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Stanfield Junction-Pendleton Section, Old Oregon Trail Highway
Oregon Project I-80N-5(27)187

We have received from Rogers Construction, Inc., contractor on this project, a request for an increase of 102 calendar days. The contractor's request is based on work added to the contract by price agreement and extra work orders, an overrun in A.C. paving, paving on an adjacent project to expedite traffic, and delays caused by utility adjustments.

There were 21 approved price agreements and 15 extra work orders written during the life of this project. Seven of the price agreements were documentary and seven more had no effect on the contractor's operations. The remaining price agreements did affect the contract work and they will be discussed below. There were seven extra work orders which had no delaying effect on the contract work generally involving flagging and temporary signing, et cetera. The others are discussed below.

Price Agreement No. 4 for constructing a diversion box in the Furnish ditch involved 1 day. Price Agreement No. 6 involved the installation of a conduit for a permanent traffic counter and also required 1 day. Price Agreement No. 7 covered special rock backfill in the Furnish ditch and this work required 1 day. Price Agreement No. 9 involved increasing the depth of paving on the shoulders from two inches to four inches. This work was accomplished during four different periods in 1968 as the contract work progressed. The work was performed over a period of 71 calendar days. Price Agreement No. 20 involved construction of a water stop in a siphon and required

5 days. All of the price agreements listed above were performed in conjunction with the contractor's regular work. They did delay his overall operations and we believe a reasonable and fair, although admittedly arbitrary, determination for an increase in time would be to allow one-half of the total time involved or 40 calendar days.

Price Agreement No. 17 involving extra paving and sealing A.C. shoulders required 3 days time late in the job and an extension of these 3 days is justified. Price Agreement No. 24 concerned an additional sign support at Stanfield Junction and an extension of 1 calendar day is justified. The total time which we believe is justified for the price agreements enumerated above is 44 calendar days. The work done under Price Agreement No. 24 was nonparticipating so that the time in which we are requesting concurrence is 43 calendar days.

Extra Work Order No. 4 involved a modification of the parapet on the Nolin Road structure. This work was performed during a three-day period. Extra Work Order No. 6 involved regrading Dillon Ditch and required 7 calendar days. Extra Work Order No. 7 covered a change in the width of the impact panels at Nolin Road structure and required 2 calendar days. Extra Work Order No. 9 involved lowering the eastbound grade line to provide for a minimum vertical clearance at the Barnhart Road Undercrossing. This work was done during a three-day period. Extra Work Order No. 11 was for hauling a temporary structure and required 1 day. Extra Work Order No. 12 covered widening deck forms at the Stanfield Junction structure and required 2 calendar days. The extra work orders listed above involve 18 calendar days and, as in the case of the price agreements, were done in conjunction with the contractor's regular work. We believe an extension of 9 calendar days is justified.

Extra Work Order No. 15 involved the adjustment of a breakaway post late in the project and an extension of 1 calendar day is justified. The extra work orders listed above justify an extension of 10 calendar days. The work done under Extra Work Orders 6, 11 and 12 was nonparticipating, so that the time in which we are requesting concurrence is 5 calendar days.

The overrun in A.C. was caused almost exclusively by the additional depth of shoulder paving (Price Agreement No. 9) which has already been discussed.

The contractor has cited utility work as being a cause for delay. The contractor started pre-wetting the roadbed cuts on June 14,

one week after work started. Some utilities had not been moved at this time. However, by the time the water had penetrated the excavation areas so that the grading operation could commence, the utilities had been moved and, as a result, did not delay the contractor's overall operations. If he had not used the pre-wetting technique, the utilities would have been in conflict.

The contractor had to furnish and place additional piling for some of the contract structures. This involved additional materials, splicing and driving. The work was performed over a period of 14 calendar days and, as in the case of the price agreements and extra work orders, an extension of half this time appears reasonable or 7 calendar days.

During the 4th of July weekend in 1968, the contractor was delayed at the State's request so that the contract work would not interfere with holiday traffic. This caused him to delay switching traffic at the Stanfield Junction until after the holiday. We believe an extension of 5 calendar days is justified because the contractor was requested to slow his operations on the 3rd of July through the 7th.

The paving work which the contractor performed on the adjacent project did expedite the flow of traffic at Reith Hill and probably did improve the overall safety of the temporary travel way. This work also resulted in the early completion of an additional mile of freeway. It is a well-established fact that the accident and fatality rate on freeways is considerably less than on two-way highways. The value of this additional mile to the traveling public in the matter of safety is impossible to determine. However, we believe that there is some intrinsic value that should be recognized as reason for a time extension.

The delays enumerated above would have a detrimental effect in that they caused the project work to be extended into poorer weather. The original contract time expired on September 27, 1968. The reasons listed above effectively extend the completion time of the contract to early December. We have, then, substituted bad days for good.

This contract was established with two completion dates. The first phase of work, which covered all earthwork for the westbound lanes between Stations 1346 and 1349 (Umatilla River Bridge vicinity), was completed within the time allowed. The overall project was to have been completed within 480 days. Following an ordered

shutdown in January, February and March of 1969 when inclement weather precluded painting light poles and sign posts which was the only work remaining, the contract was completed on March 15, 1969, at which time 581 calendar days had been charged against the project. This is 101 calendar days on which liquidated damages have been assessed.

The reasons specifically listed above justify 60 participating calendar days and we believe that the additional benefit from opening an additional mile of freeway plus the substitution of bad days for good is more than enough justification for grading an additional 41 calendar days. We recommend that the calendar days be increased by 101. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan - Encs.
A. F. Parson
V. L. Gallagher

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1969

SUBJECT: Extension of Time
Stanfield Jct.-Pendleton Section
Old Oregon Trail Highway
Contract No. 7017

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

We have received from Rogers Construction, Inc., contractor on the subject contract, the attached request for an increase of 102 calendar days. The contractor's request is based on work added to the contract by Price Agreements and Extra Work Orders, an overrun in A. C. paving, paving on an adjacent project to expedite traffic, and delays caused by utility adjustments.

There were 21 approved Price Agreements and 15 Extra Work Orders written during the life of this contract. Seven of the Price Agreements were documentary and seven more had no effect on the contractor's operations. The remaining Price Agreements did affect the contract work and will be discussed below. There were seven Extra Work Orders which had no delaying effect on the contract work generally involving flagging and temporary signing, etc. The others are discussed below.

PriceAgreement No. 4 for constructing a diversion box in the Furnish ditch involved 1 day. Price Agreement No. 6 involved the installation of a conduit for a permanent traffic counter and also required 1 day. Price Agreement No. 7 covered special rock backfill in the Furnish ditch and this work required 1 day. Price Agreement No. 9 involved increaseing the depth of paving on the shoulders from 2 inches to 4 inches. This work was accomplished during four different periods in 1968 as the contract work progressed. The work was performed over a period of 71 calendar days. Price Agreement No. 20 involved construction of a water stop in a siphon and required 5 days. All of the Price Agreements listed above were performed in conjunction with the contractor's regular work. They did delay his overall operations and we believe a reasonable and fair, although admittedly arbitrary, determination for an increase in time would be to allow one-half of the total time involved or 40 calendar days.

Price Agreement No. 17 involved extra paving and sealing A. C. shoulders required 3 days time late in the job and an extension of these 3 days is justified. Price Agreement No. 24 concerned an additional sign support at Stanfield Junction

and an extension of 1 calendar day is justified. The total time which we believe is justified for the Price Agreement enumerated above is 44 calendar days. The work done under Price Agreement No. 24 was non-participating, so that the time in which the Bureau of Public Roads should concur is 43 calendar days.

Extra Work Order No. 4 involved a modification of the parapet on the Nolin Road structure. This work was performed during a 3-day period. Extra Work Order No. 6 involved regrading Dillon Ditch and required 7 calendar days. Extra Work Order No. 7 covered a change in the width of the impact panels at Nolin Road structure and required 2 calendar days. Extra Work Order No. 9 involved lowering the east-bound grade line to provide for a minimum vertical clearance at the Barnhart Road Undercrossing. This work was done during a 3-day period. Extra Work Order No. 11 was for hauling a temporary structure and required 1 day. Extra Work Order No. 12 covered widening deck forms at the Stanfield Junction structure and required 2 calendar days. The Extra Work Orders listed above involve 18 calendar days and, as in the case of the Price Agreements, were done in conjunction with the contractor's regular work. We believe an extension of 9 calendar days is justified.

Extra Work Order No. 15 involved the adjustment of a breakaway post late in the project and an extension of 1 calendar day is justified. The Extra Work Orders listed above justify an extension of 10 calendar days. The work done under Extra Work Order 6, 11 and 12 was non-participating, so that the time which the Bureau of Public Roads should concur in is 5 calendar days.

The overrun in A. C. was caused almost exclusively by the additional depth of shoulder paving (Price Agreement No. 9) which has already been discussed.

The contractor has cited utility work as being a cause for delay. The contractor started pre-wetting the roadbed cuts on June 14, one week after work started. Some utilities had not been moved at this time. However, by the time the water had penetrated the excavation areas so that the grading operation could commence, the utilities had been moved and as a result did not delay the contractor's overall operations. If he had not used the pre-wetting technique, the utilities would have been in conflict.

The contractor had to furnish and place additional piling for some of the contract structures. This involved additional materials, splicing and driving. The work was performed over a period of 14 calendar days and, as in the case of the Price Agreements and Extra Work Orders, an extension of half this time appears reasonable or 7 calendar days.

During the 4th of July weekend in 1968, the contractor was delayed at the State's request so that the contract work would not interfere with holiday traffic. This caused him to delay switching traffic at the Stanfield Junction until after the holiday. We believe an extension of 5 calendar days is justified because the contractor was requested to slow his operations on the 3rd of July through the 7th.

The paving work which the contractor performed on the adjacent project did expedite the flow of traffic at Reith Hill and probably did improve the overall safety of the temporary travel way. This work also resulted in the early completion of an additional mile of freeway. It is a well-established fact that the accident and fatality rate on freeways is considerably less than on two-way highways. The value of this additional mile to the traveling public in the matter of safety is impossible to determine. However, we believe that there is some intrinsic value that should be recognized as reason for time extension.

The delays enumerated above would have a detrimental effect in that they caused the project work to be extended into poorer weather. The original contract time expired on September 27, 1968. The reasons listed above effectively extend the completion time of the contract to early December. We have, then, substituted bad days for good.

This contract was established with two completion dates. The first phase of work, which covered all earthwork for the westbound lanes between Stations 1346 and 1349 (Umatilla River Bridge vicinity), was completed within the time allowed. The overall project was to have been completed within 480 days. Following an ordered shutdown in January, February and March of 1969 when inclement weather precluded painting light poles and sign posts which was the only work remaining, the contract was completed on March 15, 1969 at which time 581 calendar days had been charged against the project. This is 101 calendar days on which liquidated damages have been assessed amounting to $30,300 at the rate of $300 per day. The reasons specifically listed above justify 66 calendar days and we believe that the additional benefit from opening an additional mile of freeway plus the substitution of bad days for good is more than enough justification for granting an additional 35 calendar days. We recommend that the calendar days be increased by 101. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension may have some merit. The non-participating work orders reduce the calendar days specifically justified to 60 for Bureau of Public Roads purposes. We believe the benefits from opening an extra mile of freeway and substitution of bad days for good are a valid basis for granting 41 calendar days insofar as our request to the Bureau of Public Roads is concerned.

P2.2d
4-28-69

For your information, we are attaching a graph prepared by the Resident Engineer plus a graph prepared here and a tabulation of work orders. Please return these when you are through with them.

A rough draft of a letter to the Bureau of Public Roads is attached.

F. D. Morgan
Construction Engineer

By
John A. Bond
Construction Administration Engineer

JAB/DES:fw

Attach.

cc V. L. Gallagher

RECEIVED
APR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7017 Contractor Rogers Construction, Inc.

Highway Old Oregon Trail

Section Stanfield Jct.-Pendleton

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED.** The reasons for such recommendation are as follows:

Work added to the contract justifies 44 calendar days. Overruns in bid items justify an extension of 34 calendar days. Additional holidays and suspension of work during holidays justify 3 calendar days.

Recommended for Approval:

H. J. Coulter
Division Engineer

F. B. Morgan
Construction Engineer or ~~Bridge Engineer~~

F. B. Klobe
Assistant State Highway Engineer

Contract No. 7017

Project designation I-80N-5(27)187 State-Federal

Date awarded May 23, 1967

Work started June 5, 1967

Per cent completed 99.9 Date

No. of Calendar ~~Workdays~~ Allowed (a) 100 (b) 480

No. of Calendar ~~Workdays~~ Used (a) 72 (b) 581

No. of Added Calendar ~~Workdays~~ Requested (b) 81

E—330 (Rev.)—5M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 6, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 480 days to 582 days, within which to complete our Contract No. 7017, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

ROGERS CONSTRUCTION, INC.
Contractor

By _____
W. R. Rogers, President

CONSENT OF SURETY

Date February 10, 1969

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Agnes M Niehueser
Attorney-in-Fact (Agnes M. Niehueser) (SEAL)

V. C. Simon
Resident Agent V. C. Simon

W RAY ROGERS • DONALD C. ROGERS • GENERAL CONTRACTORS • Tel. 503 / 254-5517
President Vice President-Treasurer

ROGERS

January 24, 1969

CONSTRUCTION, INC.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

Mr. W. C. Ferguson
Resident Engineer
Oregon State Highway Department
Pendleton, Oregon

Subject: Workday Charges
Stanfield Jct.-Pendleton
Contract 7017 - Our 58

Dear Mr. Ferguson:

Reference is made to the 93 excess calendar days charged against the completion of this project. We wish to appeal to you for your consideration of the deletion of the excess calendar day charges for the above contract for the following reasons.

You are well aware that the sequence of construction necessary to complete the project as scheduled would not allow delays caused by others, change order work either by price agreement or force account, or a major increase in bid item quantities without an appropriate extension of time. We therefore bring to your attention some of the changes which affected the time allowed to perform the work and for which no extension of contract time was allowed.

1. There are some 25 price agreement and force account work orders written throughout the life of the project for an approximate amount of $73,000 and each of these regardless of how insignificant a dollar value has had serious affect on a tight complex production schedule.

2. Asphalt paving on this project overran approximately 70% above the contract bid quantity as the asphalt paving was necessarily one of the last major items of construction. Having to be completed after the curing period had expired for the concrete paving, this would increase the time required to complete project. Bid quantity of 76,000 tons; actual quantity 117,762 As the asphalt paving on this project was predominately ...er paving and ramps, we did not get, or did we expect production rates for our asphalt paving operation we normally experience.

3. At the suggestion of the Highway Department and the ...tor's desire to safeguard and accommodate the traveling ..., the contractor delayed work on referenced project and ... two mile section of the adjoining project to the east in ...o better expedite the flow of traffic to and from the City

of Pendleton. This eliminated one crossover which are always hazardous and costly to maintain. In addition, the contractor constructed and paved a passing lane to help safeguard the traveling public, again delaying work on this project for the benefit of highway traffic. It was decided that the shoulder pavement was to low and created a hazard to traffic. The contractor, by extra work order, placed a ¼"-0 asphalt overlay on the asphalt shoulders. This operation, although using only 1,925 tons of asphalt, was time consuming and took men and equipment away from other work which would have completed work on this project at an earlier date.

I am sure you are aware of the many times the contractor has been willing to delay his contract work to the extent of facing costly penalties in order to provide a more pleasant and safer driving conditions for the traveling public.

4. At the preconstruction conference held in Pendleton on 16 June 1967, you were advised that our construction schedule indicated we would commence work at Stanfield Junction and proceed east. Your utility people indicated that utilities in this area could not be moved until about the first of August 1967. Echo Jct. could be cleared by 1 August 1967. The telephone people indicated they would need a minimum of two weeks to make temporary changes in their system at Rew, Nolin and Barnhart Roads. These are an indication of some of the early delays and rescheduling necessary at the beginning of the project.

We feel that the items listed herein, which all had their effect on the completion of this project as scheduled, are sufficient justification for our request that the excess calendar days charged to this project be eliminated.

Your concurrence is requested at your earliest convenience.

Very truly yours,

ROGERS CONSTRUCTION, INC.

W. R. Rogers

W. R. Rogers

WRR:ec

RECEIVED
JAN 28 1969
W. C. FERGUSON
RESIDENT ENGINEER

RECEIVED
JUL 22 1969
REGION FILE COPY

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

I-80N-5(27)187

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7017

July 9, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7017
Prefix 630-1095
FAP I-80N-5(27)187

Dear Sir:

The corrective work requested by your office under Contract No. 7017, Stanfield Junction-Pendleton Section of the Old Oregon Trail Highway in Umatilla County, was completed on July 2, 1969.

We request that your office reinspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date JULY 17, 1969

Conditions noted on above date: NONE

for R. E. Simpson
Division Engineer

VG:fw
cc Forrest Cooper
F. D. Morgan

RECEIVED
JUL 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 7 - 1969
FOR FILING
I 8CA1.5:7)1:7
7119

July 3, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 4
July 8, 1969 meeting

Gentlemen:

Rogers Construction, Inc., contractor on the Stanfield Junction-Pendleton Section of the Old Oregon Trail Highway in Umatilla County, Contract No. 7017, has requested an increase of 102 calendar days. The contractor's request is based on work added to the contract, overruns, work on an adjacent project to expedite traffic, and utility delays.

This project was established with two completion dates. The first-phase work was completed within the time allowed. The overall project was to have been completed within 480 calendar days. The project was completed March 15, 1969 at which time 581 calendar days had been used.

There were 36 Price Agreements and Extra Work Orders added to the contract. Most of these orders did not slow the contractor's operations. Additional shoulder paving, work on a siphon, revised bridge work and signing work, most of which involved improving the safety characteristics, justify an extension of 44 calendar days. Overruns in bid items involving increased piling, guardrail, and seeding and mulching effectively required the contractor to delay his normal contract work by 34 calendar days. A request that the contractor slow his operations over the 4th of July justifies an extension of one calendar day and the extension of the project into the winter justifies two more calendar days for the Thanksgiving and Christmas holidays.

The work on the adjacent project did not delay the contractor since he had other work in progress. Some utilities had not been moved when the contractor started preparation work for excavation. However, by the time his grading operation had been started, the utilities had been moved and no extension is justified.

I recommend that the calendar days be increased by 81, which will leave 26 calendar days and $6,000 in liquidated damages. This is a Federal-aid Interstate project and we have Bureau of Public Roads' concurrence in all but six days, amounting to $1,800.

This matter will be on the agenda for your consideration at the July 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Coulter
V. E. Skoog

DES:fw sr

JUL 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I 84-1-5 (27)187

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 26, 1969

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(27)187
Stanfield - Pendleton Section, Old Oregon Trail Highway
Contract No. 7017

Your request for extending the contract time, as contained in Mr. Klaboe's April 27 and June 17 letters on the subject project, is approved for 75 of the requested 101 calendar days.

If you wish, your personnel may contact this office to discuss our analysis in determining the 75 calendar day extension.

orig to Bond w/file
7-1-69

NOTED
F. B. KLABOE

RECEIVED
JUN 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 17 1969
FOR FILE
I-82-N-5(27)187
7017

June 17, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Your letter of May 22 requested additional justification for our recommended extension of time on the Stanfield Junction-Pendleton project.

In analyzing this request, we had the benefit of a progress chart, a print of which we now enclose for your information. Please note the major change order descriptions shown chronologically across the top of the chart. These were all unanticipated.

We requested concurrence in 43 days' time extension on only five price agreements (which are underlined in red) of the seven shown. Please particularly note that the extra shoulder paving work under Price Agreement No. 9 was done at what would appear to be delaying intervals of time on four occasions.

The 5 days' extension requested on four extra work orders is really conservative. The Extra Work Order No. 9 "regrading at the Barnhart structure" could easily have been expanded to that much time but fortunately its effect was held to a minimum.

We doubt that any less time than the 48 days' total attributed to change orders would have been agreed upon if it had been possible to assign time to them individually as the orders were approved.

In addition to the items discussed in our April 28 letter, we have determined that there were significant overruns of four contract bid items which of necessity were performed late in the contract. These were:

Guardrail	33 percent overrun
Extra Guardrail Posts	128 percent overrun
Seeding	11 percent overrun
Mulching	20 percent overrun

All four of these items exceeded the contract bid quantities sometime after November 30, 1968. A review of the contract records indicates that these items represented the majority of the work in progress after that date and all of it was performed while liquidated damages were being assessed. We therefore believe that a substantial portion of the 33 days after November 1968 up to the winter shutdown order on January 11, 1969, when the contractor was involved in work in excess of the plan quantities for these items, should be eligible for an extension. There was activity on the contract signing during this period.

Offsetting this signing work is the effect of substituting bad weather days for good. A review of the climatological data in the project area indicates that there was significant precipitation on several days after the original contract time expired September 27. When the weather became extremely bad in late December and early January, stop work orders were issued but poor weather days had been counted.

One more reason for a time extension came to light during our recent review. Following the expiration of the original time on September 27, 1968, there were four legal holidays prior to the first stop work order on December 29 (Election Day, Veterans Day, Thanksgiving and Christmas).

To summarize our recommendation, the time requested is derived as follows:

Price Agreements	43	calendar	days
Extra Work Orders	5	"	"
Bid Item Overruns			
Piling	7	"	"
Guardrail & Posts, Seed & Mulch (winter weather)	33	"	"
July 4, 1968 holiday period	5	"	"
Holidays after specified completion	4	"	"
	97	calendar	days

This makes no specific allowance in recognition of the safety benefit from early use of the additional mile of freeway extending into the adjacent project. As stated previously, this is impossible to equate to time but is, nevertheless, worthy of recognition.

Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure
(Original on file in Construction Division)

cc: Forrest Cooper
R. L. Porter
~~R~~xx~~H~~xx~~H~~atsen
F. D. Morgan
A. F. Parson
V. L. Gallagher
V. E. Skoog
JAB/DES:fw srb

RECEIVED
MAY 23 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-80N-5(27)187

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 22, 1969

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-80N-5(27)187
Pendleton Section
Old Oregon Trail Highway
Time Extension

Reference is made to Mr. Klaboe's April 28, 1969 letter concerning the above subject.

According to our records your recommended time extension does not appear to be justified. Before taking additional action on your recommendation I would like the clarification on the following items:

1. The effect the change orders had on the critical phases of construction.

2. The actual delay of the contractor's operations due to inclement weather on the completion date.

orig w/file
to Morgan - RIO
5-23-69

NOTED
F. B. KLABOE

RECEIVED
MAY 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 8, 1969

In reply refer to: 08-35.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-5(29)204, Pendleton Bypass

Mr. Porter's April 22 letter expressed your concern in regard to the cracking which has occurred on the Stanfield Junction - Pendleton Section and the Lime - Malheur County Line Section projects.

A careful review has been made of this project, along with the others, in connection with the performance of similar pavements. Any change in the base course on the Pendleton Bypass is not supportable, and therefore I am unable to concur in your request.

This office does not share your concern. A review of the design indicates that it is conservative. The cracking which has occurred is the result of temperature change, and consequently it is not controlled by the amount of base course. The pavement cracking is following the expected pattern for this type of design.

As time progresses, the cracking will approach a spacing which is dependent upon the maximum temperature change -- and from my experience in other areas it may become less than 4 1/2 feet; however, the cracks are always tight because of the steel and the performance of the pavement has been of good service extended over many years. It is expected that the Highway Department can expect the same type of service from these pavements.

I am returning the photographs as requested.

Encls
Photos

Barba-Decker
By Asst. State Hwy. Engr

RECEIVED
MAY 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 23 1969
FOR FILING

April 22, 1969

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
477 Cottage Street, NE.
Salem, Oregon 97301

Dear Sir:

The continuously reinforced concrete pavement between Stanfield Junction and Pendleton on I-80N shows a marked increase in the crack pattern between the right-hand travel lane and the inside lane. While this seems to be normal to an extent, the amount of crack that has developed in this section gives us some cause for concern.

You may recall that prior to constructing this unit, we discussed the feasibility of increasing the thickness of the base rock. While it is too late, of course, to do anything on the Stanfield Junction-Pendleton Section, it is our opinion that some upgrading is in order on the Pendleton Section. This could be accomplished by cement treatment of the base rock or possibly by some other means.

It would be appreciated if you would give this matter your attention to the extent of a personal inspection if it can be arranged.

Attached are some pictures showing the cracks on the Stanfield Junction-Pendleton Section, together with a copy of the inspection report. Please return the pictures to us when you have finished with them as they are somewhat difficult to duplicate.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Att.
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
GLD:fw/RLP:ms

RECEIVED
APR 16 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1969

1017

SUBJECT: PCC Cracking on Stanfield Jct.-
Pendleton Section and
Lime-Malheur County Line Section

6747

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

NOTED

On a recent trip to Eastern Oregon, as we discussed, an inspection of the portland cement concrete pavement on the Stanfield Junction -Pendleton Section was made mainly regarding the cracks that have developed.

The cracking pattern on this project varies considerably and is practically all confined to transverse rather than longitudinal cracking. One area, however, involving approximately 100 feet of longitudinal cracking was found. It was thought that perhaps an inadequate placing of the plastic tape on centerline may have contributed to this as the tape was observed to have been placed to only about one-half its designated depth at this area. The transverse cracking pattern varied in width of cracks from 2 to 15 feet. It was noted that more cracking was observed in the areas where the pavement was placed first and was therefore the oldest. It might also be said that the placement time for these areas was when warmer weather was prevalent. One other feature was observed and that being notceably more cracking in the outside travel lane than the inside one. This, of course, can be attributed to more and heavier traffic on the outer lane.

Attached is a series of pictures of both east and westbound lanes which show the cracking pattern. It should be noted that in order to obtain photos which are visible, it was necessary to mark the cracks with a black keel. Therefore, the pictures in no way can be used to show the width of cracking.

In order to check the cracking pattern of this project versus others, the same investigation was made on the Lime-Malheur County Line Section which was paved with forms while the Pendleton one was a slipform placement.

Here again, there was no set pattern of the cracking and it was noted that the cracks were primarily transverse ones. There was a considerable difference in the amount of cracking, however, between the projects. It would be estimated that

the cracking on the Lime-Malheur County Line Section would be at least twice as much as on the Pendleton one. This may be attributed to a years longer use and life at Lime. Laying temperatures may be involved, but there is no definite evidence at this time.

Also included as a part of this report are photos of typical areas of cracking on the Lime-Malheur County Line Section. Perhaps a more spider web pattern is noticeable also on this project.

At this time, it is not thought that the cracking poses any unusual problem as this cracking was expected in the continuously reinforced type pavement. From what other pavement of this type in other states that I have observed and which is confirmed by observations by G. L. Decker and O. A. White also and what other information that has been obtained from other sources, it would appear at this time that the cracking could be considered to be normal. It will be continuously watched and any developments reported.

F. D. Morgan
Construction Engineer

By John H. Walker

John H. Walker
Field Construction Engineer

JHW:fw
Attach.
cc G. L. Decker
O. A. White

RECEIVED
APR 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 - 1969
FOR FILE

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-5(24)187

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

1017

May 8, 1969

NOTED
R. L. PORTER

Mr. R. L. Simpson
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Federal Aid Ineligibility
Notification No. 35-68-PIN-5
I-80N-5(24) 187
Our file L-5404-Meyers et al.

Dear Mr. Simpson:

On June 11, 1968, the above ineligibility notification was transmitted to this Department. The notification itemized four (4) areas in which additional documentation was requested.

By letter dated August 30, 1968, I rebutted the four items excepted to and you then, by letter of September 12, 1968, withdrew the ineligibility status of items 1, 3 and 4, but asked for further clarification respecting item 2.

This letter then is for the purpose of furnishing the additional information requested respecting item 2, and asking your withdrawal of ineligibility as to that item.

From a review of the file it is evident there is some confusion on your part as to the locale of the fence for which a fencing allowance was made in the sum of $2,770.00. That there will be no question respecting this, may I again point out that the fencing for which the allowance was made is that fencing on the northerly side of the frontage road, the latter road being northerly of the freeway. Our appraisers had never, at any time, included in their appraisals an item for this, reasoning the State would fence the right of way as they had always done in the past.

As it turned out, the State did fence the right of way between the freeway proper and the frontage road, but did not fence the right of way between the frontage road and Meyers remaining property.

Meyers' existing right of way fence in this area was removed by the contractor during construction and was never replaced. Since this was never done, there should be no question in your mind that the landowner should, in fact must, be compensated for this compensable item of damage.

Since there is no controversy respecting this, or should not be, the only question then left to be resolved is the length of the fence to be replaced, and the type of fence to be provided for.

Apparently there is some argument as to whether this fence should be of type 1 or type 2 construction, and if the latter, would not this constitute a betterment for which an allowance in the State's favor should be made.

I felt I had clearly explained to you in my first rebuttal submission that when the contractor removed the fence during the construction apparently no one made a record of the type of fence existing at the time. In other words, we are in no position to dispute the landowner's contention the fence removed was in the category of type 2 construction. I feel under the circumstances we must assume Meyers is entitled to have funds to replace that which was taken from him, to wit the sum of $2,770.00.

I feel it is also noteworthy that the landowner certainly could have presented a claim for damages for his expense in having to contain his stock during the lengthy period of time no fence enclosed his remaining property after the State's removal of the existing fence. This he did not do, which one must admit to be an item of valid consideration in evaluating the settlement made herein.

This, then, takes us to the amount of fencing required to make the landowner whole. Mr. Ferguson, the Resident Engineer, in his considered judgment, estimated there would be a need of 306 rods of fencing to fence Meyers' remaining property from the frontage road. In evaluating this statement by Mr. Ferguson, one must consider the resident engineer was on the job in the field during the time, was familiar with the topography and soil characteristics. I feel full faith and credence should be given to his estimate of the need of 306 rods of fencing.

If you believe, as we do, there is no question as to the requirement of the making the landowner whole, as the law and your 80 series of PPM's requires; that we are in no position to argue over the type of fence for which we must compensate the landowner; that we should compensate for 306 rods of fencing as estimated by the resident engineer; then I am sure you will agree the exception herein being rebutted should be withdrawn and this item made eligible for full Federal Aid Compensation.

One other item mentioned in the notification had to do with the Review Appraiser's determination that $1,000.00 was all that should be

allowed for fencing allowance. May I comment that this substitution of opinion, apparently based on the reviewer's assumption that ranchers would not build a fence to meet State's specifications and therefore we should not consider this in arriving at an allowance, is completely without merit in this instance. Particularly is it unmerited in light of actual bids for fencing.

In light of all the facts, the settlement made herein was in the very best interest of the State, the landowner and the Federal Government. Accordingly, may we have your consideration of the foregoing and your concurrence in our request that the Federal Aid Notification of Ineligibility heretofore issued be withdrawn and full Federal aid participation in the settlement herein be authorized.

Very truly yours,

G E Rohde

G. E. ROHDE
Chief Counsel

cc: R. L. Porter
V. E. Skoog
L. H. Young
D. H. Moehring
M. Mitchell
F. C. McKinney

RECEIVED
MAY 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 16 1969

FILE

I-80N-5(27)187
11.1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1969

To:
MEMO TO THE FILES

SUBJECT: Matter of Legality of Claim for Reimbursement of Borrow Material Site Costs
Stanfield Jct.-Pendleton Section
Contract No. 7017

The plans and specifications on the recently completed Stanfield Junction-Pendleton Section of the Old Oregon Trail Highway, Contract No. 7017, indicated that approximately 185,600 cubic yards of borrow material for embankments would be necessary. This material was to be provided by the contractor from areas other than on State-controlled land. The contractor proceeded to obtain a material source under an agreement with the owner whereas he would pay a cash amount and would also provide a well on the property. After the project completion, rights to the property as set forth in the agreement would revert to the owner.

A very small amount of the material which was estimated to be needed for embankment construction was actually used. The contractor feels he fulfilled all the obligations of the contract by acquiring the borrow site, but also feels that the small amount of yardage used would in no way compensate him for the amount he paid to secure the area. He therefore asks reimbursement for his losses. There has been some feeling that the contractor may be entitled to some reimbursement.

Mr. Dick Nichols, Area Engineer for the Bureau of Public Roads, has indicated that the Bureau would not be able to participate in any reimbursement until such time as they have been assured that any monies are legally due the contractor. It therefore appears that we should procure an opinion from our Legal Division on this matter.

John H. Walker
Field Construction Engineer

JHW:fw
cc: F. B. Klaboe
A. F. Parson
W. C. Ferguson

RECEIVED
APR 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 8 1969
FOR FILING

I 205-5(7)1.7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1969

SUBJECT: Stanfield Jct.-Pendleton Section
Contract No. 7017
Special Borrow Overrun Adjustment

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

ATTENTION: Mr. H. S. Coulter

We have reviewed your March 3 letter and attachment and Mr. Ferguson's March 10 Memo all concerned with the contractor's request for adjustment in the amount of $16,998.49 arising from the fact that the special borrow bid item was not utilized on this project. (This is bid item #5 with a bid quantity of 185,600 yards and a contract price of 55 cents per cubic yard. Engineer's estimate was 85 cents; second bidder 40 cents; third bidder 48 cents.)

After discussing this with one of our attorneys, I believe we should admit that the contractor's method of deriving an adjustment in this situation is acceptable. The things the contractor agreed to are not particularly unreasonable. Even using his alleged cost figures (which must still be documented), it amounts to a unit price of about 9 cents per cubic yard on the contract quantity which would not be an exorbitant royalty price. We can't convincingly argue that property so strategically located to an interchange and to the plan area of usage of the material could have been obtained on much better terms. Also, the agreement is, in effect, a "Lump Sum" obligation, not contingent on the actual amount of material taken.

Even though there were conversations with the contractor about the possibility of an underrun, there was apparently no formal instruction given to him before the date of his agreement with the Temples. He may have been obligated for the property earlier than the actual agreement date anyway. We note that the overall grading on the project was about 55 per cent complete on December 1, 1967. We therefore believe that we have to accept the agreement as the measure of the contractor's loss on this item.

From there on, it becomes a matter of substantiating costs. Source documents are needed to further describe and validate the well costs, which seem extremely high, and the "pumps" cost which also seems extremely high, as well

as the power item, and the "compressor and other miscellaneous equipment" items which we do not understand at all. In addition to the three credit items which the contractor acknowledges, we believe there should be an additional credit for the use he made of the property for other purposes, such as for the concrete batch plant set up, for stockpiling, and for a surge pond for sprinkling water, and any other beneficial use.

Please pursue this further along the above lines. We would seek approval of a reasonable figure as a complete and final settlement of the claim, but do not yet have a clear concurrence from the Bureau of Public Roads.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw

cc F. B. Klaboe

RECEIVED
APR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-8(N)-5(27)182 7017

No. 101 Final Repor

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Stanfield Junction-Pendleton		WEEK ENDING: March 21, 1969
		SECTION PREFIX: 630-1095-900
HIGHWAY: Old Oregon Trail		COUNTY: Umatilla
NAME OF JOB: Stanfield Junction - Pendleton	KIND OF WORK: Grading, Paving, Structures and Signing	
CONTRACTOR: Rogers Construction, Inc.	CONTRACT NUMBER: 7017	FEDERAL AID PROJECT NUMBER: I-80N-5(27)187
DATE OF CONTRACT: May 23, 1967	DATE WORK STARTED: June 7, 1967	ESTIMATED COMPLETION DATE: March 15, 1969
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 4 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS a.)100 b.)480	CALENDAR DAYS USED 581
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 121%
PROJECT AUTHORIZATION $ 8,156,085.46		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING $ 7,576,097.17	ENGINEERING AUTHORIZATION $ 579,988.29	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 7,373,111.82	ENGINEERING COST TO DATE $ 651,608.16	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.7 %	PERCENT OF AUTHORIZATION 112.3 %	DATE PROJECT WAS COMPLETED: March 15, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~XXXXXX~~ SURF. AND/OR PAVE.	MAT'L. PROD.	Cl B A.C.	
100%	100%	100%	100%	100%	100%	100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	16.38	16.38		16.38	16.38
MILES PARTIALLY COMPLETED	16.38	16.38		15.97	15.97
COMPLETED	16.38	16.38		15.97	15.97
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,000,000	818,000		62,800 tons	500,000 Sq.Yds.
TOTAL QUANTITIES CORRECTED TO DATE	3,019,739	716,118		117,762	456,423
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,019,739	716,118		117,762	456,423
AVERAGE DAILY QUANTITIES	-	-		-	-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-		-	-
NUMBER OF SHIFTS PER DAY	-	-		-	-
HOURS PER SHIFT	-	-		-	-

EQUIPMENT USED DURING THE WEEK:

1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2439A	9314	9577	9578	9578A	9579	9568	9584
PERCENT	All structures are completed and at 100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
March 15 SATURDAY	Clear and Warm	1		

Routing: Morgan, Docker, Jandl, Walker, Boehme, Johnson, Kitchingham, Smith

RECEIVED
MAR 21 1969
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	Project completed
MONDAY	Project completed
TUESDAY	Project completed
WEDNESDAY	Project completed
THURSDAY	Project completed
FRIDAY	Project completed.
Mar. 15 SATURDAY	3 men cleaning and working around guard rail and sight posts at Yoakum and Barnhart Interchanges. Also final work being done on the painting of signs. Also grouted some base plates at Stanfield and Echo Inter.

REMARKS

Saturday, March 15, 1969 completed the work to be done on this project.
Final cleanup was finished on this date and the projedt was completed.
The semi-final estimate will be completed by the early part of the week and should be submitted to the Division Office by Wednesday.

SIGNED W. C. Ferguson
Res. Engineer
by E. M. Nielsen
Officeman

LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 9 - 1969
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 19, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract No. 7017
Prefix 630-1095
FAP I-80N-5 (27) 187

Dear Sir:

All work under Contract No. 7017, Stanfield Jct.-Pendleton Section of the Old Oregon Trail Highway in Umatilla County, was completed on March 15, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

NOTED
F. B. KLABOE

Date March 24, 1969

Conditions noted on above date:

The approach to the eastbound lanes is too rough to be acceptable., and the contractor's work areas are not cleaned up adequately.

R. E. Simpson
Division Engineer

PAN:bk
VG:ss

cc: Forrest Cooper
F. D. Morgan

RECEIVED
MAY 7 1969

By [illegible]

Original to Young 5-8-69

RECEIVED
DEC 12 1968
FOR FILING

I-80N-5(27)157
7017

12-12-68

LRW CON LAG 110 12-12-68 950 A

F B KLABOE
INFO - F D MORGAN

WEATHER WEST OF PENDLETON IS GOOD - PLAN TO OPEN 4 LANES STANFIELD JCT-PENDLETON SECTION 2-30 PM THIS DATE.

ALFRED SHIRLEY, JR
DJ
3
4.17
88.

12-12-68

NOTED
F. B. KLABOE

REFERRED TO
Wolfe - Porter - Cooper
ASST. HWY. ENGR

RECEIVED
DEC 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 - 1968
FOR FILING

I-80N-5(27)197 12-6-68
7017

Mr Klaboe

.CRM

REX LAG CON CRC PEL ID 12-6-68 3-35PM

A F PARSON
INFO TO CONSTRUCTION DEPT
LABORATORY DEPARTMENT

ALL PAVING ON STANFIELD- JUNCTION - PENDLETON SECTION COMPLETED THURSDAY DECEMBER 5TH.

W C FERGUSON
RESIDENT ENGINEER
LOY
3&.14.17.

NOTED
F. B. KLABOE

RECEIVED
DEC 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form F 734

RECEIVED
DEC 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-5(27)187
76

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT G-1P

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
JUN 16 1968 by L. H. Brandon
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Stanfield Jct.-Pendleton Date December 4, 1968

Highway Old Oregon Trail Contract No. 7017

County Umatilla Prefix 630-1095

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-5(27)187

Address P.O. Box 16537, Portland, Oregon 97216 Order No. 14 Suppl.

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish material, labor and equipment to construct concrete curbs (1-5/8"x5") left and right on bridge nos. 9577 (Echo), 9579 (Rew), 9568 (Yoakum) and 9584 (Barnhart).

Location by station numbers: 508+31.29 to 773+00.00; 824+64.40 to 1000+76.19

Estimate of quantities and cost:

	"Original Amount"	"Revised Total Amount"
Labor	$2,500.00	$3,310.00
Equipment Rental	230.00	396.76
Materials	829.60	1,011.23
Subsistence		92.10
Total	$3,559.60	$4,810.09

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Standard Specifications for Highway Construction - Section 4-4.
The addition of curbs is necessary to protect the traffic beneath the structures from gravel and other debris being washed from the bridge roadway surface during rainy periods. Prl or approval for this work obtained via teletype 10/29/68 TT #76.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$8,156,085.46	
Present estimate of project cost, including $1,250.49 for work under this order	$8,156,085.46	
Expected under-run / over-run amount	$ -0-	
Expected under-run / over-run per cent	-0-	

Submitted by: /s/ Joseph A. Schlieski for Harry E. Woodward, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer

Approval Recommended: /s/ Alfred Shirley, Jr. Ass't. Division Engineer

Approved: /s/ F. D. Morgan 12-19-68

SP*23577-734

Form F-208—5M

RECEIVED
DEC 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-5(27)187
70

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

NOV 26 1968
Date ____ by H.C. Woodward
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Stanfield Junction-Pendleton Section Date November 26, 1968

Highway Old Oregon Trail Contract No. 7017

County Umatilla Prefix 630-1095

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-5(27)187

Address 11760 N.E. Glisan, Portland, Oregon 97216 Order No. 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Adjust length of at least 2 Breakaway Sign Posts, and 1 Single Sign Support, as required to attain mounting height as shown on the plans.

NOTED
F. B. KLABOE

Location by station numbers:

Sta. "C" 1370+30
Sta. W.B. 1062+00

Estimate of quantities and cost:

Shop work required to shorten posts - Est. at $15.00 per post-Equipment rental to load and haul to and from shop - $10.00 per post - Labor handling posts & operating equipment - $20.00 per post

Total estimated at $45.00 per post

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

During the final construction of the subgrade some fill slopes were flattened, and some contoured areas were extended. These changes made necessary the adjustment of approx. 3 sign posts, Sign #16 and Sign #77. This work has been started. Prior approval for this work was obtained from the Division Office.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 8,156,085.46	
Present estimate of project cost, including $135.00 for work under this order	$ 8,156,085.46	
Expected under-run / over-run amount	$ -0-	
Expected under-run / over-run per cent	-0-	

Submitted by: /s/ Joseph A. Schlieki
for Harry E. Woodward Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr.

Approved /s/ F. D. Morgan

RECEIVED
NOV 15 1968

I-80N-5(27)187
1C17

November 14, 1968
Salem, Oregon

CVA-3337
R(W) 27729 N(W) 38887

Mr. Earl F. Saling
Right of Way Office Manager

Files 39880 and 39882 -
Stanfield Jct.-Pendleton Section
Old Oregon Trail
Umatilla County

BUILDING

Attached for further handling is a fully executed copy of an Assignment of Easements to the United States of America (Bonneville Power Administration) for additional right of way on the above-mentioned property.

We have retained a conformed copy of this document for the Commission's files.

C. W. Head, Assistant Secretary

fkn

Attachment

Form R-208—6M

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

I-80N-5(27)187
7017

RECEIVED
NOV 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Contingent upon [illegible] project agreement [illegible] additional funds are [illegible]
Date NOV 26 1968 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Stanfield Jct.-Pendleton — Date October 30, 1968

Highway Old Oregon Trail — Contract No. 7017

County Umatilla — Prefix 630-1095

Contractor Rogers Construction, Inc. — F. A. Project No. I-80N-5(27)187

Address P. O. Box 16537, Portland, Oregon 97216 — Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish material, labor and equipment to construct concrete curbs (1-5/8" x 5") left and right on bridge nos. 9577 (Echo), 9579 (Rew), 9568 (Yoakum) and 9584 (Barnhart).

NOTED
F. B. KLAGE

Location by station numbers:

508+31.29	824+64.40
773+00.00	1000+76.19

Estimate of quantities and cost:

Materials:

Cement	44 sks @ $1.15/sk.	=	$ 50.60
Sand	7 Yds @ $10.00/yd.	=	70.00
Lumber (forms)		=	300.00
Nails		=	5.00
Epoxy - Concresive #1	10 Gal. @ $22.40/gal.	=	224.00
Burke Bond Cretee	30 Gal. @ $ 6.00/gal.	=	180.00
			$829.60

Equipment:

Batch Plant 1 hr. @$50.00 =	$ 50.00
Mixer Truck 6 hrs @ $30.00 =	180.00
	$230.00

Labor:

5 men 1 week - 200 man hrs. @ $5.50/hr. = $1,100.00 double this for loading, add $300 = $2,500.00

Total amount of order = $3,559.60

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Standard Specifications for Highway Construction- Section 4-4. The addition of curbs are necessary to protect traffic beneath the structures from gravel and other debris being washed from the bridge roadway during rainy periods. Prior approval for this work obtained via teletype 10/29/68 TT# 76, This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$8,156,085.46	
Present estimate of project cost, including $ 3,559.60 for work under this order	$8,156,085.46	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Harry E. Woodward
Harry E. Woodward, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer

Approval Recommended: /s/ H. S. Coulter

Approved: /s/ F. D. Morgan 11-15-68

RECEIVED
OCT 17 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FORESTLAND
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 8, 1968

Mr. H. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., S.E.
Salem, Oregon 97301

Contract 7017
Prefix 630-1095
FAP I-80N-5(27)187
State Force Order 9

Dear Sir:

It has been brought to the attention of this office that permanent striping work by our State Forces commenced on Monday, June 10, 1968.

Your office approved the order effective Wednesday, June 12, 1968 as per our request.

Mr. Brooks, DPR District Engineer, has indicated retroactive approval to June 10, 1968 will be given consideration, if requested.

It is respectively requested that your office approve the order retroactive to the starting date of the work, June 10, 1968.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

I-80N-5(27)187
7017

RECEIVED
OCT 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED

Date_____

APPROVED DATE
H. E. Simpson, Division Engr.
Bureau of Public Rds.
By [illegible] District Engineer

10-17-68
REFERRED TO
Young
State Hwy. Engr.

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HYDL, MEMBER
PENDLETON
THADDEUS B. BROWN, MEMBER
PORTLAND

RECEIVED
OCT 2 - 1968
FILE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-5(27)18

CERTIFIED MAIL
7017

September 30, 1968

Kottkamp & O'Rourke
Attorneys at Law
Post Office Box 1023
Pendleton, Oregon 97801

Attention: Mr. Robert E. O'Rourke

File 39877
Stanfield Junction-Pendleton
Section
Old Oregon Trail Highway

Stanfield Irrigation District-
State Crossing Agreement

Dear Mr. O'Rourke:

We are enclosing State Highway Department Fund Warrant No. 010976 in the amount of $ 17,625.00 payable to Stanfield Irrigation District, and the recorded Bargain and Sale Deed from the State Highway Commission to the Stanfield Irrigation District which conveys 0.35 acre of land lying in the $SW\frac{1}{4}SW\frac{1}{4}$ of Section 4, Township 3 North, Range 29 East, and 0.04 acre of land lying in the $SE\frac{1}{4}$ of Section 5, Township 3 North, Range 29 East, Umatilla County.

This payment and deed represent the full consideration for two parcels of land containing 0.9 acre and 0.2 acre, a temporary easement over 0.84 acre of land, severance damages and relinquishment of rights of access.

This letter is certified as a true and correct closing statement. Please acknowledge receipt of amount shown as due by signing the copy of this letter and return it in the envelope enclosed.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

RK/jg
Encl: Check, Envelope
Bargain & Sale Deed

cc: F. B. Klaboe
T. W. Litchfield
Attention: Phil G. Preston
A. F. Parson
(2 copies deed)

RECEIVED
SEP 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208—6M

RECEIVED
NOV 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon ... project agreement ... additional funds ...

SEP 18 1968
Date

... Asst. Engineer
Title

U.S. Bureau of Public Roads

Project Name Stanfield Jct.-Pendleton **Date** September 25, 1968

Highway Old Oregon Trail **Contract No.** 7017

County Umatilla **Prefix** 630-1095

Contractor Rogers Construction, Inc. **F. A. Project No.** I-80N-5(27)187

Address P. O. Box 16537, Portland, Oregon 97216 **Order No.** 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish & install at each post 2 - 3/4" x 3" post leveling bolts and grout rail post base.

Location by station numbers:

"A" 17+16.00
"A" 21+34.00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

200 - 3/4" Leveling Bolts -	$ 75.00
Labor - Setting leveling bolts & grouting rail post base - - - -	740.00
Total	$815.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

In order to align the rail post vertically and horizontally as per revised standard two tube rectangular tubing rail drwg. No. 23610. The contractor was instructed to furnish and install 2 - 3/4" x 3" post leveling bolts and also grout in each post base.
The Standard 2 tube rail drawing No. 22701 which was included in contract 7017 did not provide a post base grout or leveling nuts. Work has been completed except for placing of posts and grouting.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$8,156,085.46	
Present estimate of project cost, including $..... for work under this order	$8,156,085.46	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Harry E. Woodward
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer
Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr.
Division Engineer

Approved: /s/ F. D. Morgan 11-12-68

RECEIVED
SEP 12 1968

UNITED STATES GOVERNMENT

FORM Memorandum

I-80N-5(27)187
Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 10, 1968

In reply refer to: 08-35-DA-3

FROM : R. E. Simpson, Division Engineer
for Salem, Oregon

SUBJECT: Oregon Project FAP I-80N-5(27)187
Stanfield Jct.-Pendleton Section
State Force Order No. 10
Total estimated amount of the Order $1,390.25

Reference is made to your letter dated September 9, 1968 concerning the subject order.

The Order is approved with Federal participation limited to the salvage value credited to previous Federal-aid projects.

Attachment

Yours w/enc. 9-12-68

NOTED
F. B. KLABOE

RECEIVED
SEP 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

a

Form A-188—837

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon ... project agreement ... funds are requested ...
SEP 4 1968
... Asst. Division Engineer
G-1-P ... District Engineer
U.S. Bureau of Public Roads

Order No. 10

Project Name Stanfield Junction-Pendleton Date August 28, 1968

Highway Old Oregon Trail Contract No. 7017 F. A. Project No. I-80N-5(27)187

County Umatilla Prefix 630-1095 Account No. 274-10

Description of Work To Be Done:

Payment for Signs salvaged from previous Federal-Aid projects and used on the project.

Location by Station Numbers:

Station 1330+00 thru Equation to Station 1105+00.

Estimate of Quantities and Costs:

88 ea.	Sign No. R-377-48	Two Way Traffic @ $10.50	$ 924.00
14 ea.	Sign No. R-380-30	Two Way Traffic @ 4.375	61.25
36 ea.	Sign No. R-380-36	Two Way Traffic @ 6.8125	245.25
18 ea.	Sign No. D-410-24	Turn on Lights @ 1.2155	21.88
2 ea.	10x12' Signs: (Two Way Traffic / Next 13 Miles / Pass with Care)	Lump Sum	137.87
		TOTAL	$1,390.25

Explanation:

Payment for signing salvaged and transfered from previous Federal-Aid projects.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$8,156,085.46
Present estimate of project cost, including $1,390.25 for work under this order	$8,214,686.24
Expected ~~over-run~~ (amount)	$ 58,600.78
Expected ~~over-run~~ (per cent)	0.7%

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. C. Fergason, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer

RECEIVED
JUL 3 - 1968

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

I-80N-5(27)187

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: June 28, 1968

In reply refer to: 08-35-DA

Klaboe
Young w/enc.
7-3-68

SUBJECT: I-80N-5(27)187
Stanfield Junction-Pendleton Section
Old Oregon Trail Highway
State Force Order No. 9
Total Estimated Amount of the Order: $8300
Federal Participation: $7470

Reference is made to Mr. Young's letter of June 25, 1968 concerning the subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $8300 with Federal participation of $7470.

Enclosure

NOTED
F. B. KLABOE

RECEIVED
JUL 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106--6M 6

STATE C...

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 9

G1-P

Resident Engineer
U.S. Bureau of Public Roads

APPLYING TO CONTRACT PROJECTS

Order No. 9

Project Name ....Stanfield Jct.-Pendleton.... Date ....June 7...., 19 68

Highway ....Old Oregon Trail.... Contract No. ....7017.... F. A. Project No. I-80N-5(27)187

County ....Umatilla.... Prefix ...630-1095.... Account No. ...278-09...

Description of Work To Be Done:

Provide solid shoulder stripe and gore stripe; provide intermittent center line painted stripe for traffic control for subject project by State forces.

Location by Station Numbers:

Station 1315 thru equation to Station 1105.

Estimate of Quantities and Costs:

4" Intermittent Center Line Stripe	35.6 mi. @ $32.00	. . .	$1,139.00
3" Solid Shoulder Stripe	80.2 mi. @ $47.00	. . .	3,769.00
Painting Gore Stripes	99.8 hrs. @ $34.00	. . .	3,392.00
		Total	$8,300.00

Explanation:

State is equipped to perform work with specialized equipment with substantial savings of public funds. Funds are included in project authorization. Work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$8,156,085.46
Present estimate of project cost, including $8,300.00 for work under this order	$8,185,086.09
Expected ~~under-run~~ over-run (amount)	$29,000.63
Expected ~~under-run~~ over-run (per cent)	0.4%

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. C. Ferguson
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ H. S. Coulter
Asst. Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer
~~Assistant State Highway Engineer~~
Off...

This order does not constitute authority for ... expenditures ... exceed ... Fu...

RECEIVED
JUL 2 - 1968
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-VN-5(27)
7014

F. Query

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 28, 1968

Stanfield Irrigation District
% Kottkamp and O'Rourke
P O Box 1023
Pendleton, Oregon 97801

File 39877
Stanfield Juct.-Pendleton
Section
Old Oregon Trail Highway

Attention: Mr. O'Rourke

Gentlemen:

In accordance with the agreement between the District and the Highway Department approved and signed April 23, 1968 we have prepared and enclose a Bargain and Sale Deed Form to be signed by the proper officers of said District and a copy of the State's proposed Bargain and Sale Deed to the District. If these forms meet with your approval please have the deed to the State executed and advise us of your approval as to form on the deed from the State.

You will note the amounts in connection with the severance damages, relinquishment of rights of access and payment for the land have been combined and the total amount is shown in the consideration of the deed form.

Also enclosed is a voucher form which should be signed at the place marked by the black hand and returned with the signed deed.

The Oregon Title Insurance Company advises that a Quitclaim Deed will be needed in order to clear any interest of R. J. Rueber and his wife if he is married, in the property being conveyed to the State.

The interest as shown on our preliminary title report is as follows: Interest, if any, of R. J. Rueber in that portion of above land lying in the Southwest Quarter of the Southwest Quarter of Section 4, Township 3 North, Range 29, as grantee in Deed from Stanfield Irrigation District, dated August 6, 1935, recorded September 4, 1935 in Deed Book 149 at page 236. Said deed purports to convey the West 843 feet of the Southwest Quarter of the Southwest Quarter and does not except the Furnish Ditch.

NOTED
FLOYD OUERY

Upon receipt of the signed deeds, voucher and approval as to form of the State's deed to the District we will immediately process this portion of the transaction to a close.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

RK/ag
Enc. B&S Deed; Prop. B&S Deed
Voucher, O.C. deed

cc: Stanfield Irrigation District
Attention: Mr. William Gilbert
R. L. Porter
F. Query- Agenda 4-23-68 Item #4 U
Frank Morgan
Attention: Ted Litchfield
A. F. Parson
H. W. Snell

RECEIVED
JUN 18 1968

6-11-68

STATE FORM 1
Oregon

I-IN-5(27)187

COUNTY
Umatilla

F. A. PROJECT NO.
I-20N-5(27)187

7117

STATE CONTROL SECTION OR PROJECT NO.
Stanfield Junction--Reith Hill

TO:
Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Rohde Orig to Rohde 6-18-68
cc Young 6-14

CC: 1. C. H. Maison, Controller
2.
3.

ITEMS IDENTIFIED BELOW ☒ OR ON ATTACHED SHEET ☐ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

File 39885 L 5404. Federal participation limited to review appraisal of $5,150 until further documentation placed in file.

1. Provide specific information as to court verdicts mentioned in the first paragraph of the trial attorney's report. This would include the file number, name of case, state's offer, and verdict. See Par. 3b(1) of PPM 80-6.

2. The state's attorney's reports indicate that an allowance of $2,770 for fencing is justified even though the review appraisal allows only $1,000 because the fencing was destroyed by the contractor and there was no way to determine the type of fencing taken. The state's appraisal clearly indicates the type and length of fencing in the taking. The appraisal would indicate that the allowance of $2,770 was excessive not only to amount of fencing but also as to type. Replacement in kind would appear to warrant Type I fencing instead of Type II. The length of replacement fencing would appear to be close to 135 rods rather than 306 rods. The review appraiser allowance of $1,000 appears to be correct. The state's comments should be requested.

INELIGIBLE $ 2,297.00
(IF APPLICABLE)

(See next page)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. _____ NOW ELIGIBLE.
REFERENCE:

NOTED
F. B. KLABOE

REMARKS:

SIGNATURE	TITLE	DATE
F. C. Becklund	Administrative Manager	June 11, 1968

*STRIKEOVER IF NOT APPLICABLE

U.S. GOVERNMENT PRINTING OFFICE : 1967 O—263-644

3. The state's record does not contain the Administrative Review Board's approval stamp or memo but settlement was recommended by the state's Chief Counsel to the OSHC.

4. Owners attorney requested interest for 6 months due to the delay in settlement approval. Such delay has been noted in a number of other cases resulting in a request for interest. Other cases noted were L-4783, and L-5205. The state's comments should be requested.

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JUN 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 10 1968

UNITED STATES GOVERNMENT

Memorandum

I 80N-5(27)187

7017

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St, NE. - Salem OR 97301

DATE: June 6, 1968

In reply refer to: 08-35-DA

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. Klaboe, Asst. State Highway Engineer

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(27)187
Stanfield Junction - Pendleton Section
Old Oregon Trail Highway

Transmitted herewith is an Inspection-in-Depth report covering Portland Cement Concrete Paving work on the above project.

As you will note from the report, no significant deficiencies were noted, and no action is recommended.

We wish to thank the personnel associated with the project for their fine cooperation during this inspection and commend them for the quality of work being performed and the engineering and inspection procedures used.

Enclosure
Inspection-in-Depth report

Original to Morgan
6-10

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JUN 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

CONSTRUCTION INSPECTION-IN-DEPTH REPORT (PPM 20-6.1)

(Check appropriate one) [X] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Umatilla	I-BUN-5(27)187

DATE OF INSPECTION	PHASE(S) INSPECTED
5-14 & 15-69	5 - Portland Cement Concrete Pavement

INSPECTION MADE BY
Willis Cuffe, Area Engineer
C. T. Christiansen, Area Engineer
D. W. Pillsbury, Bridge Engineer
R. A. Nichols, Area Engineer

IN COMPANY WITH
M. D. Glenn, Materials Testing Engineer, OSHD
William Ferguson, Resident Engineer
H. H. Fillmore, Assistant Resident Engineer

REPORT PREPARED BY
W. A. Cuffe, Area Engineer

PROJECT INCLUDES
[X] GRADING AND DRAINAGE [X] BASE [X] PAVING [X] MAJOR STRUCTURES [X] OTHER (Specify) Signing

CONTRACTOR (Name and address)
Rogers Construction Company
Portland, Oregon

CONTRACT AMOUNT
$ 7,137,753.75

PROJECT STATUS (% comp.)
35

LOCATION
Stanfield Junction - Pendleton Section, Old Oregon Trail Highway

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

STANFIELD JUNCTION - PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY

SCOPE OF INSPECTION:

The project provides for grading and paving of 16+ miles of 4-lane highway, 8 major structures, and signing and sign supports. The inspection covered the mixing, placing, and finishing of continuously reinforced concrete pavement, and review of the project records.

All operations relating to the paving were in full production.

SUMMARY OF FINDINGS AND RECOMMENDATIONS:

Concrete batching, hauling, and placement were being performed in substantial conformance to the plans and specifications.

Testing procedures and frequency are satisfactory.

One minor deficiency was noted and corrected by the Resident Engineer.

Project records are complete and in conformity to accepted standards.

(more)

EDITION OF (8-64) IS USABLE

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JUN 7 1958
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

(illegible)

As copy not completed yesterday I have to be included in the other supporting papers on file in our Sacramento office.

Results of the inspection are [illegible] with an Assistant Resident Engineer and materials Branch Engineer. We failed to be completely since only one minor deficiency was [illegible] and corrected.

APPROVAL

This is the first airport project [illegible] project is of extraordinary quality [illegible] associated with the work. It has been a real advertisement for this type of work and may well be the forerunner of more work of this type.

Form E-206—5M

I-80N-5(27)187
7017

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 20 1968 By G. K. Brooks
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Stanfield Jct. -Pendleton — Date May 23, 19 68

Highway Old Oregon Trail — Contract No. 7017

County Umatilla — Prefix 630-1095

Contractor Rogers Construction Inc. — F. A. Project No. I-80N-5(27)187

Address 11760 N. E. Glisan St. Portland, Oregon 97216 — Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Lower the eastbound grade to provide 17-foot minimum clearance at Barnhart Interchange Structure.

NOTE
F. B. KL.

Location by station numbers:

Eastbound station 983 to station 1023

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JUN 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$3,900
Equipment	2,100
Total	$6,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The eastbound subgrade has been completed. Due to the undetermined amount of finishing work that will be required the regrading work will be performed by Extra Work Order.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$8,156,085.46	
Present estimate of project cost, including $6,000.00 for work under this order	$8,156,085.46	
Expected under-run / over-run amount	$0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ W. C. Ferguson, Resident Engineer

Approval Recommended: /s/ John A. Bond, for Construction Engineer or

Approval Recommended: /s/ Alfred Shirley, Jr., Asst. Division Engineer

Approved: /s/ L. H. Young

RECEIVED
OCT 24 1968

I-90N-5(27)177
1C 17

April 29, 1968

Stanfield Irrigation District
% Kottkamp and O'Rourke
P. O. Box 1023
Pendleton, Oregon 97801

Attention: Mr. O'Rourke

4 ww

39876-29493
30311 30312
[illegible] 29498
[illegible] 29499

4-23-68

Gentlemen:

Attached for your files is a fully executed copy of an agreement with Stanfield Irrigation District covering adjustment and extension of its facilities on the Stanfield Junction-Pendleton Section of I-80N in Umatilla County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc Stanfield Irrigation District
Route 1
Stanfield, Oregon 97875

Attention: Mr. William Gilbert

Mr. F. D. Morgan
Attn: T. W. Litchfield

RECEIVED
APR 30 1968
FOR FILING

COMMISSIONERS
[illegible] CHAIRMAN
MEDFORD
[illegible]
PORTLAND
[illegible]
HELIX
Xxxx Pendleton
Thaddeus B. Bruno, Member
Portland

I-80N-5(27)117
7117

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 29, 1968

Mr. J. F. Jorgensen
Construction Engineer
Department of Highways
P. O. Box 1499
Sacramento, California 95807

Dear Mr. Jorgensen:

Reference is made to your letter of September 8, 1967, and my reply of September 11, regarding reinforced slip-form concrete pavement on the Stanfield Junction-Pendleton Section of the Old Oregon Trail Highway, I-80N.

The contractor started paving on this section of April 24, and will continue paving until May 3. At that time he will shut down for a week to permit moving of his plant to another setup and will resume paving on May 13, with an anticipated completion of about May 23. He will then shut down until sometime in August when he will complete the balance of the paving.

Should any of your people wish to inspect this project during the May paving dates, we would be happy to provide assistance and transportation should the personnel fly to either Salem, Portland or Pendleton. Please advise if you wish us to make any further arrangements for a visitation.

Very truly yours,

F. B. KLABOE
NOTED

Forrest Cooper
State Highway Engineer

By F. D. Morgan

F. D. Morgan
Construction Engineer

FDM-EAP:nn

bc: F. B. Klaboe

RECEIVED
OFFICE OF
THE DISTRICT ENGINEER

I-80N-5(27)117

1117

April 17, 1968

C4H 633

Oregon State Highway Commission

Gentlemen:

In order to construct the Stanfield Junction-Pendleton Section of I-80N in Umatilla County, it is necessary to cross the facilities of the Stanfield Irrigation District. On the agenda for the April 23 meeting will be an agreement with the District to cover adjustment and extension of its facilities.

The work consists of rearranging ditch rider roads, enlarging and extending irrigation ditch siphons, the payment of severance damages, and consideration for right-of-way. The total cost is $65,625, of which $48,000 is the cost of reconstruction and extending the physical facilities; $17,375 as severance damages to the District's right-of-way and ditch rider road system, and $250 as consideration for right-of-way.

It is recommended that the agreement be approved and that the Secretary be authorized to sign it for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
T. W. Litchfield
A. F. Parson

RLP:ms jes

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(27)187

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 16, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(4)204
Stanfield Junction - Pendleton Section
Stanfield Irrigation District Crossing Agreement

Pursuant to Mr. Litchfield's April 16 request, we find the subject agreement satisfactory. Federal participation in paragraphs 10 and 13 of Things to be Done by the State is eligible under the normal procedures for the costs of $17,375 for severance damages and $250 for the right of way and construction easement.

The payment for the increased capacity of the new siphon of $8200 is pending under paragraph 7 of the General Provisions upon either a negotiation within 1 year or the results of a court action. Our participation in this item will have to be dependent upon our review of the results of your negotiation or the court action. Settlement of this item must include extinguishment of the Irrigation District's access rights.

Evidence of execution of this agreement should be furnished this office when available.

4-19-68

NOTED
F. B. KLABOE

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
APR 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1968

To: Mr. R. L. Porter
Deputy State Highway Engineer

B U I L D I N G

SUBJECT: File No. 39883, L-5403
Claude O. Meyers
Stanfield Junction-Pendleton Section
Old Oregon Trail Highway
Umatilla County

At one time Mr. Meyers had a very large ranch that included land on both sides of the highway westerly of the Echo-Lexington Highway. Mr. Meyers has deeded quite a bit of his property to his sons, thus losing unity of title on the property.

As the property now stands, the most westerly ownership is that of Mr. Meyers, in which our right of way is 31.9 acres in parcel #1 and 4 acres in parcel #2, leaving approximately 675 acres on the northerly side and 880 acres on the southerly side of the highway.

The next file is 39884-Peter A. Meyers, where we require 19 acres for right of way, leaving 235 acres on the northerly side and 60 acres on the southerly side.

The easterly file is 39885-Marshall E. Meyers, where we need 29.1 acres for right of way, leaving 1350 acres on the northerly side and 18 acres on the southerly side.

It is our understanding that Mr. Peter Meyers farms both his and his father's ranches.

For a very good explanation of Mr. Claude Meyers concern with the Highway Department, I am attaching a copy of a letter from Mr. Cooper to Mr. A. W. Parsons dated May 12, 1967, and also attaching a Report of Trial by Staff Attorney Robert A. Holland enumerating the other factors that caused us a large settlement when the case came to trial. Our reviewed appraisal was $5625, including damages to a windbreak and to the farmstead of $1025.

Subsequent to Mr. Meyers' request to the Highway Administration and to Washington, D.C., we had asked Mr. E. F. Kolberg to make an appraisal at State expense that would consider the normally noncompensable items of circuity of travel. In addition to the above figures, Mr. Kolberg could only find $3000 as an operational damage to the farm for circuity of travel. As we were not allowed to consider the circuity of travel factor, the $3000 was not included in our offer.

When this case went to trial, the defendants were demanding between $40,000 and $60,000 and the jury brought in a verdict of $19,600. The State is presently waiting for a transcript of the trial to determine if the case can be appealed.

I am enclosing four copies of the map showing the right of way and proposals through these properties.

G. E. ROHDE
Chief Counsel

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO:CS
Attachments
cc: G. E. Rohde

RECEIVED
APR - 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. B. H...

File L- 5403

REPORT OF TRIAL

R- 39883
1-2-3-4-5

Date of Trial: December 6-7, 1967 To be Reported to Commission: January 23, 1968

Defendants: Claude Meyers, et al. County: Umatilla

Section: Stanfield Junction-Pendleton Highway: Old Oregon Trail

Date Complaint Filed: May 1, 1967 Judge: William Wells

State's Attorney: Robert A. Holland Defendant's Attorney: George Corey

DEFENDANT'S ENTIRE PROPERTY:

Area: 948 acres Use: wheat farm

Improvements: House, barns, grain elevator, machinery sheds and various outbuildings.

Location of Property: Near Stanfield Junction on U. S. 30.

Effect of Taking on Remaining Property: Makes farming inconvenient by creating a greater severance because of non access highway.

PROPERTY ACQUIRED:

Tillable Irrigated Land: Tillable Non-irrigated Land: 36 acres

Non-tillable Land: Urban or Industrial property (including homesites):

Improvements Taken: None

Purpose of Taking: R/W Excess land taken: None

ACCESS CONTROL:

( )Entire taking (X)Complete Restriction of Access ( )Access controlled ( )Access not controlled

Frontage road provisions: ( )None ( )Future (X)Present

Access allowed as follows:

Station	Width	Side of Highway	Use	To be constructed by

APPRAISALS: 6-7-8-9-10-11-12-13-14-15-16-17

Name	Amount
Ross Mellor	$4,600.00
William Scharn	$4,500.00
Elmer Kolberg	$8,500.00
Stanley D. Williams (crop)	$ 725.00

REVIEW APPRAISER: Carl Schmidt Date: December 14, 1967 Amount: $ 5,625.00
Name 18-19-20-21-22-23

Highest Amount of Settlement Recommended: $ 5,625.00 By: Carl Schmidt

AMOUNT OF LEGAL OFFER PRIOR TO FILING COMPLAINT: $ 5,375.00
24-25-26-27-28-29

Value alleged in Complaint: $ 4,530.00
30-31-32-33-34-35

Demand of Defendants: Answer: $ 60,000.00 Lowest Demand: $ 40,000.00
36-37-38-39-40-41

Value Witnesses for State: 42-43-44-45-46-47-48-49-50-51-52-53

Defendants: Clara Meyer, et al. County:

Section: Stanfield Junction-Pendleton Highway: Old Oregon Trail

Date Complaint Filed: May 1, 1967 Judge: William Wells

State's Attorney: Robert A. Holland Defendant's Attorney: George Corey

DEFENDANT'S ENTIRE PROPERTY:

Area: 948 acres Use: Wheat farm

Improvements: House, barns, grain elevator, machinery sheds and various outbuildings.

Location of Property: Near Stanfield Junction on U. S. 30.

Effect of Taking on Remaining Property: Makes farming inconvenient by creating a greater severance because of non access highway.

PROPERTY ACQUIRED:

Tillable Irrigated Land: Tillable Non-irrigated Land: 36 acres

Non-tillable Land: Urban or Industrial property (including homesites):

Improvements Taken: None

Purpose of Taking: R/W Excess land taken: None

ACCESS CONTROL:

( )Entire taking (X)Complete Restriction of Access ( )Access controlled ( )Access not controlled

Frontage road provisions: ( )None ( )Future (X)Present

Access allowed as follows:

Station	Width	Side of Highway	Use	To be constructed by

APPRAISALS: 6-7-8-9-10-11-12-13-14-15-16-17

Name	Amount
Ross Mellor	$4,600.00
William Scharn	$4,500.00
Elmer Kolberg	$8,500.00
Stanley D. Williams (crop)	$ 725.00

REVIEW APPRAISER: Carl Schmidt (Name) Date: December 14, 1967 Amount: $ 5,625.00 (18-19-20-21-22-23)

Highest Amount of Settlement Recommended: $ 5,625.00 By: Carl Schmidt

AMOUNT OF LEGAL OFFER PRIOR TO FILING COMPLAINT: $ 5,375.00 (24-25-26-27-28-29)

Value alleged in Complaint: $ 4,530.00 (30-31-32-33-34-35)

Demand of Defendants: Answer: $ 60,000.00 (36-37-38-39-40-41) Lowest Demand: $ 40,000.00

Value Witnesses for State: 42-43-44-45-46-47-48-49-50-51-52-53

Name	Amount
Ross Mellor	5,500.00
William Scharn	5,400.00

Value Witnesses for Defendants: 54-55-56-57-58-59-60-61-62-63-64-65

Name	Amount
Carson Mathews	$43,555.00
Kent Rothrock	$41,030.00
Claude Meyers	$51,400.00

Amount of Verdict or Judgment: $ 19,600.00 (66-67-68-69-70-71) Amount of Interest: $ (72-73-74-75-76-77)

Land: $5,000.00 Buildings: Damages: $14,600.00

Attorneys' Fees: $ Court Costs: $ Possession Date: 6-22-67

Explain any variance from terms and obligations of complaint. In narrative form explain any variance between State's high testimony; review appraiser's findings; and testimony of the defendants. In cases where verdict substantially exceeds the review appraisal, your opinion as to the cause for the increase. Recommendations concerning appeal or new trial. (If space insufficient use additional page.)

See attached sheet.

cc: File
Mr. G. E. Rohde
Mr. L. B. Hampton
Mr. W. H. Haskin
Mr. E. F. Saling
Bureau of Public Roads
Division Engineer
Right of Way Supervisor (2)

RAH:jc 12-20-67

Robert A. Hilland
Signature
G E Rohde

Concurrence of Chief Legal Counsel in State's high testimony and action of State in not moving for a new trial or prosecuting an appeal where legally feasible.

NOTED
L. B. HAMPTON OK-LBH

STATE vs. CLAUDE MEYERS
I-5403 R-39883

This ranch was previously severed by U. S. 30. The defendant crossed U. S. 30 near his farmstead making a trip of some 100 yards. All sizes of farm equipment could be pulled across the highway without breaking the equipment into component parts. After the taking the defendant will be required to proceed easterly on a frontage road 2½ miles to the Echo Interchange. He then crosses at the interchange and travels 2½ miles westerly on the Echo-Lexington Highway in order to reach his remaining land on the opposite side of U. S. 30. Because he will be traveling on public roads and because he will be required to cross an overcrossing 32 feet in width, it will be necessary that the property owner break his equipment down and haul it from one side to the other on a truck or flatbed trailer. In addition, loading platforms will be required on each side of the highway. While there are many aspects to the problem outlined above, the situation in essence is that a farming operation is created afterwards which includes a great inconvenience. The defendants' contention was that this inconvenience reduced the fair cash market value of the remaining land approximately $50,000.00. The plaintiff's witnesses agreed that substantial inconvenience would result from the greater severance caused by the non-access highway but contended that the inconvenience created was not reflected in the diminution in fair cash market value of the remaining land. Without question the jury felt that such inconvenience resulted in at least $14,600.00 reduction in the fair cash market value of the remaining land after the acquisition.

Many other items of damage were claimed, however, the inconvenience in farming was the greatest. A minor problem is created by the establishment of a fence along the access control line after the acquisition. The highway was not fenced previously. Many noxious and other weeds blow across the open wheat ranches. After the acquisition, the weeds will become lodged in the fence where the wind will spread the seeds over the remaining land. If substantially greater weed control efforts are not taken, the harvested wheat

will be infested and be worth less money on the market. Another problem is that wheat farms in the area are bothered with rodents that reside in the right of way and burrowed their way into fields damaging the crop. Previously the farmer poisoned the rodents in the right of way. After the taking he will not be able to cross the fence to control rodents. In addition, there will be twice as much right of way for the rodents to inhabit. As to these last two items, the state's witnesses felt that the items were so speculative in nature and amount that they could not be considered. The defendants contended that whereas the grain elevator located on the farmstead on the northerly side was an adequate improvement prior to the acquisition. It will be an over-improvement after the operation, the reason being wheat might better be hauled to a public elevator on the southerly side rather than to make a longer round trip to the elevator. The state's appraiser, Elmer Kolberg, recognized this feature in his appraisal. However, he did not testify in the case. The remaining appraisers who did not recognize this feature took into consideration the fact that the elevator was an over-improvement prior to the taking and was, in fact, used to store wheat from adjoining farms on the northerly side and could still be used for that purpose.

I am not prepared to state at this time whether or not appealable error occurred. It will be necessary that a transcript be studied to make such a determination. A very fine factual and legal question is presented where circuity of travel is a farming inconvenience and where circuity of travel is the non compensable form which must be suffered along with the general public. A transcript has been ordered and a determination will be made.

R. A. Holland

ROBERT A. HOLLAND
Staff Attorney

RAH:jc

RECEIVED
AUG 8 1967
FOR FILING

I-80N-5(27)187
7017

August 7, 1967

Mr. Claude Meyers
West 620 Kiernan Avenue
Spokane, Washington 99205

Dear Mr. Meyers:

I have your letter of July 25 concerning an underpass to serve the severed portions of your farm on the Stanfield Junction-Pendleton Section of the Old Oregon Trail in Umatilla County.

I am sorry that you feel as you do about this matter and can only say to you that I made the best presentation that I knew how to the Bureau of Public Roads. This was not handled in a cursory or pre-emptory manner, but we assembled the best items of justification that we could. Had I felt that there was no justification for the structure, I would have told you so.

I have done the best I could in your behalf and I regret that the Bureau has not seen fit to approve it.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring
F. D. Morgan
A. F. Parson

FBK:srb fn

West 620 Kiernan Ave,
Spokane Washington, 99205
July 25, 1967.

Mr. Forrest Cooper
State Highway B ldg
Salem Oregon

Dear Mr Cooper;

I want to thank you for your efforts to obtian an underpass at my farm but am suprised that the brueau did not consider it with favor.

I have learned that the figure sent in to the Bureau did not justify the cost, This I talked to Mr. Klaboe aboutby phone a couple of weeks ago, and was very disapointed when he said quote "We did not think it made any differance what we sent in we thought that your friends Ullmam and Morse was going to get it fot you, unquote.

This was just plain sarcasm and I feel that there was not a hole hearted effort made to justify the underpass and that the reason I have been turned down lies in your office, I still believe that there is plenty of justifcation for the underpass and that I have been unjustly treated in this matter.

Thanking you again for your help personally

Sincerely yours

Claude Meyers

RECEIVED
JUL 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1967
FHWA

I-80N-5(27)17

7017

No reply required Ext. 8/16/67

W620 Kiernan Ave
Spokane Washington 99205
July, 25, 1967

Refer to 39-20

Bureau of Public roads
Washington D.C. 20591
Attention Mr. Turner,

Dear Sir;

Your letter of July 18, 1967 turning us down for the 13' ny 13' box underpass for economic reasons,I still feel that it was not a true and just decision. You are puting me in the same catagory with several others along this section of road who are having 10 to 40 acres cut off thier farms. These people can trade or sell and make little differance to thier opperations with my place you are cutting me about half in to not leaving me enough to make a farm of what is left, statistics shows that 1200 acres dose not make an economacial farm in locality, there is no other land I can purchase to replace the loss and with a cost of over $3000. annually for going around I cannot figure where we can contune to farm that across the road, You are building me a road going East, which I do not want, my market is West.

It is quite evident that the State Highway office failed me in making out a cost account for this underpass, As the man Forrest Cooper put in charge of making out this report told me a short time ago, quote "I did not think it made any differance what we sent in I thought that your friends Ullman and Morse were going to get it for you" unquote, This was a very sarcastic remark and shows thier unwillingness to cooperate, It would seem there is something wrong someplace when of some 17 or 18 land owners on this section (excepting three small corners of less than two acres where no damage was done) you havse failed to purchase any so far.

You added an interchange for the Pendleton Grain growers just one mile from another interchange, On the section West of me you made an interchange in place of a n underpass for a Mr Wink at his place of business, you also put in a n 8' cattle underpass for our state Representive who has about 200 acres of pasture across the road, I am wondering how he quilifyed for that.

You spoke of your fears of Congress and the public, As for Congress I will regester my opion with them, It may help some other poor devil, as for the public I find that the B.P. R. is just a dirty name. I find that most of our Bureau's in Washington are at odds with the public, chiefly because they try to make rules to fit the Nation,I am going to Oregon tomarrow and will be at Rt 2 Box 2 Echo Oregon from now on.

97826

Sincerely Yours
Claude Meyers
Claude Meyers

NOTED
FORREST COOPER

NOTED
F. B. KIRK

RECEIVED
JUL 28 1967

JUL 18 1967

39-20

Mr. Claude Meyers
West 620 Kiernan Avenue
Spokane, Washington 99205

Dear Mr. Meyers:

This will acknowledge your June 29, 1967, letter with further reference to the acquisition of land from your wheat farm for the construction of Interstate Highway 90N.

We have again reviewed your request for a 13-foot by 13-foot box underpass, and regretfully cannot find sufficient economic justification for participating in the construction of the box with Federal funds. When a land service facility to serve an individual owner is not economically warranted, the property owner is compensated based upon the difference between the fair market value of his property "before" the acquisition and the fair market value "after" the acquisition. This has been established by our court system to represent "just compensation."

The Federal Highway Administration would be subjected to criticism by Congress and the public as a whole if Federal-aid highway funds were being expended for construction items which could not be economically justified.

We are sorry that a more favorable response cannot be made to your request.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

NOTED
FORREST COOPER

RECEIVED
JUL 21 1967
OFFICE
STATE HIGHWAY ENGINEER

June 29, 1967

RE: 39-20

Mr. F. C. Turner,
Director of Public Roads
U.S. Department of Transportation
Federal Highway Administration
Washington, D. C. 20591

Dear Mr. Turner:

I was very disappointed in your letter to Senator Wayne Morse dated June 12, 1967. I was very much in hopes you people would see it clear to grant the underpass for my son and myself.

I must take exception to your first statement that I am one in seven owners similarly affected. I know all this land and all these people and there is no other person on this road that has as large an acreage across the freeway as I have, except two and they have crossings planned at their farms and to date, I am sure you have no application for any other crossings and also I know you will not have because I have talked to many and when it comes down to economically justifying any other crossing, it is impossible. Only with the cost of the proposed frontage ($30,000.00) elimination, could I qualify, I found the state figuring an underpass crossing at our place something like a 21' x 20' box at a cost of some $87,000.00 estimate, this I knew I could not qualify for, so I ask for a 13' x 13' box. The larger box would be nice, but I figured I would have to take what I could justify. This would eliminate having to load my equipment onto a truck and having to meet highway standards of width etc. I would still have to take my combine around to harvest, but would be able to move all other equipment through the underpass. I questioned as to your knowledge of taking down and loading and unloading and setting up the kind of equipment used on these type farms. We don't even own a truck large enough to carry an eight-ton tractor and would have to purchase one or have this work hired. The underpass would also eliminate hauling some 1,200 tons of sugar beets an extra six miles per trip, making it possible to use five trucks during beet harvest in place of eight or nine.

At the time the State Highway boys first contacted me about making Highway 30 a freeway, they said my problem was the hardest one they had on this section of road, being about half way in between two interchanges that has the longest span of closed road on this section of over five miles. Forrestt Cooper who was an Eastern Oregon boy knows my farm and the conditions here. He is a man whom I believe to be highly qualified for his job and he told me I had an underpass coming and that he would do all he could to get it for us. With his recommendation and the elimination of the frontage road at a cost of $30,000.00 and our cost of going around, will more than equal the cost of an underpass. If you do not give us the underpass, it will be up to a jury to give us what they think our cost amount to, and betting on a jury is a big gamble, as you know. We are not interested in any amount of money a jury would allow us; in order to save our farm, we would prefer the underpass. With the cost of farming and the low net income from the same, we do not feel we could continue to farm around the freeway. We may try it for a year or so, but if we are forced to sell this land, we would have a very heavy capital gains tax to pay as it is impossible to replace it with land north of the road. What land is left

(continued)

north of the road is not enough to support owning $100,000.00 worth of equipment and therefore our net income from it would drop to a point of being an uneconomical operation there.

We told Mr. Cooper if you people would pay us what they had offered us for the land and the crop on it and build us an underpass, we would forego any further severance damage such as cost of moving equipment through the underpass, going around with the combine harvester and extra miles haul of sugar beets, etc. We go along with you that freeways are a wonderful road and this section sure needs it. Also, I would like to point out that a present survey is being made to irrigate all the land in this neighborhood and if they do, this underpass could become a great benefit being between the two interchanges. I may be forced to try and get some kind of a road out west as all our crops go west to market. If you still deny us an underpass, I will be forced to explore the cost of a road west to serve the farm.

My father came upon this farmstead in 1913. I farmed it until 1952 when my son Peter took over. He has four boys at home now.

We cannot see the justice of having to bear the blunt of having our farm destroyed when a neighbor, who lives just off the road, can have all the benefits of the freeway along with the general public, with no burden upon them. We are sure that when all the costs are presented, it will cover the cost. Also if justice, is done, I feel sure you will grant us this underpass.

The Umatilla County Court says it is justifiable and I don't think there is a farmer along this road that will criticize your action.

Yours truly,

Claude and Peter Meyers

Claude Meyers

CM:mc

cc: Mr. Osburn

Honorable Wayne Morse

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JUL 3 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(27)117

7.17

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 29, 1967

Mr. George H. Corey
Attorney at Law
P. O. Box 218
Pendleton, Oregon 97801

Re: State vs. Claude O. Meyers, et al
File L-5403

Dear Mr. Corey:

This letter is to advise you that the Bureau of Public Roads has examined into the possibility of a change in the construction plans, as mentioned in your letter of May 11, 1967, which involved a request for an equipment pass in lieu of a frontage road to serve your client's property.

The Bureau has now formally advised us that the matter has been reviewed by their Washington office and the equipment pass has been disapproved.

We would, therefore, appreciate it if you could file your answer in the above case so that the same may be brought to issue.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: R. L. Porter
F. B. Klaboe
Robert Anderson
G. E. Rohde

RECEIVED
JUN 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1967

F I-80N-5(24)187

Form CD-121 (11-63) (Prns. by A.G. 206-10y)

UNITED STATES GOVERNMENT

Memorandum

cc Robb 6-16-67

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 14, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

orig to McKinney
cc Young
Moss
6-16-67

SUBJECT: Oregon Project I-80N-5(24)187
Stanfield Junction - Reith Hill Section
Parcel 39883, Claude Meyers
Request for approval of equipment pass

Your letter of May 12, 1967 requested that we approve the construction of a 13-foot by 13-foot equipment pass in lieu of a frontage road to serve the Claude Meyers property.

This matter has been reviewed by our Washington office and your request for the equipment pass has been disapproved.

We were advised that a similar situation occurred in one of the Midwestern States, and that the position taken in that instance appropriately applied to the Meyers case. The crux of the policy statement used in that case is quoted below:

> On the Interstate System where full control of access is being acquired, two separate land service needs must be evaluated. First, the public road system which intersects or crosses the Interstate highway must be reestablished in such a way that public travel on the local road system is reasonably accommodated after the Interstate route is in operation. Maintaining the existing road system continuity provides service for the requirements of those whose lands are at some distance from the right of way and to abutting ownerships having large land holdings. Where the latter is not the case, then the second land service need must be considered. Here we deal with private ownerships and the possible solutions to include frontage or property access roads or cattle or equipment passes where the cost of such facility is offset by at least an equivalent reduction in damage to a farm or ranch severed by the highway. When a land service facility to serve an individual owner is not economically warranted, the property owner is fully compensated for the damages to the remaining severed tracts based upon the difference in the value of his property "before" and "after" the

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

acquisition. In either case, the property owner does not suffer any financial injury. This policy has been accepted by the States on a nationwide basis as providing equitable treatment and just compensation to property owners whose property is acquired in part for highway right of way purposes.

RECEIVED
JUN 16 1967
OFFICE OF
STATE PLANNING PROGRAMS

RECEIVED
JUN 23 1967
FOR FILING

copy
REFERRED TO
6-15-67
By Asst. State Hwy. Engr.

JUN 12 1967

39-20

Honorable Wayne Morse
United States Senate
Washington, D. C. 20510

Dear Senator Morse:

This is in reply to your communication of May 17 with enclosures in regard to the inquiry of Mr. Claude Meyer and his property near Echo, Oregon.

Mr. Meyer is the owner of property through which Interstate Route 808 (I-808) is being developed and is one of seven property owners between Stanfield Junction and Keith Hill similarly affected. Mr. Meyer is desirous of having included in the Interstate highway construction an underpass in replacement of his present access rather than by a frontage road connection as is now planned. The desired underpass would permit more direct travel between Mr. Meyer's property and Echo and would serve also members of his family who own adjoining properties.

The determination as to whether there is warrant for participation of Federal-aid Interstate funds in the cost of an underpass such as desired by Mr. Meyer is on the basis of the State's economic studies. These studies which have been completed by the State show that Mr. Meyer's property will be restored to an economic operating unit by the construction of the planned frontage road which provides adequate access and no severance damage will, therefore, accrue to the remainder property. The provision of the frontage road, based on engineering estimates, will cost approximately $30,000, while the provision of the requested machinery pass is estimated to cost $72,000. Since no severance damage accrues to the remainder property when a frontage road is constructed, there is no economic justification for the expenditure of an additional $42,000.

Our policies in this respect are in consideration of the many locations whereon properties are similarly affected and separation structures with the Interstate highway are desired by affected or adjacent property owners and residents. As was explained to Mr. Meyer in his recent discussion with a member of our Washington office staff, the aggregate

NOTED
FORREST COOPER

NOTED
AND
FILED

costs for providing each and all of these would be very substantial. We do participate in this type of structure when economically justified. However, in the absence of an economic justification, the additional expenditure of Federal-aid funds is not warranted.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

Enclosure
Transmitted Correspondence

RECEIVED
JUN 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1967
FOR FILING

6-9-67

I-80N-5(27)187
7017

Telegram read to Mr. Porter by Mr. Parsons, 6-9-67:

Re: Oregon I-80N-5(27)187, Parcel 39883
Claude Meyers Equipment Pass. We concur
with you in Division recommendation that
request for such equipment pass be dis-
approved. Memo follows.

Signed,

Turner

6-9-67 cooper
cc Klabo

6-13-67
REFERRED TO
Morgan
Sr Asst. State Hwy. Engr

RECEIVED
JUN 8 - 1967
FOR FILING

I-80N-5(27)187

7017

MEYERS BOX CULVERT
OLD OREGON TRAIL HIGHWAY

Local BPR office sent to Region office on May 24 a recommendation to not approve the box.

Region office forwarded it to Washington office and it is probably in Mr. Swick's office at this time.

June 6, 1967

NOTED
FORREST COOPER

F C [illegible] D.C.

NOTED
FORREST COOPER

May 23, 1967
West 620 Kiernan Avenue
Spokane, Washington

Honorable Wayne Morse
United States Senate
Room 002 Old Senate Building
Washington, D. C.

Dear Mr. Morse:

Your letter of May 16 in reference to the underpass on Highway 80 through my farm at Echo, came yesterday. I note the letter from Mr. Cooper to you was written the day before I talked to him in Salem however, it contained about the same information he gave me. What seemed to confuse him was that Mr. Osborn - (I did not get his first name or title) of the Bureau of Public Roads, Room 902 Motomic Bldg., Washington, D. C., told me that the Bureau of Public Roads would pay for getting to the farm land across the highway. He also said that if the cost of an underpass would be equal to the cost of going around, they would consider building the underpass - if the State Highway Department would make the proper application and, confirm the relative cost. This, Mr. Cooper said he would do when I was in Salem on May 9. To date I have had no word about it.

I would suggest that you contact Mr. Osborn to see what he might be able to do. If I am to get this underpass, I am satisfied the only way is with the help of you and Mr. Ullman. Mr. Cooper said I had it coming and he would do what he could to get it for me.

The Bureau of Public Roads seems to think if they give me this underpass, they would have to build others. This is not true on this section of highway. No other farmer here has one-third as much land divided by the right-of-way as I do except where crossings are already planned, and therefore, cannot justify the cost of an underpass.

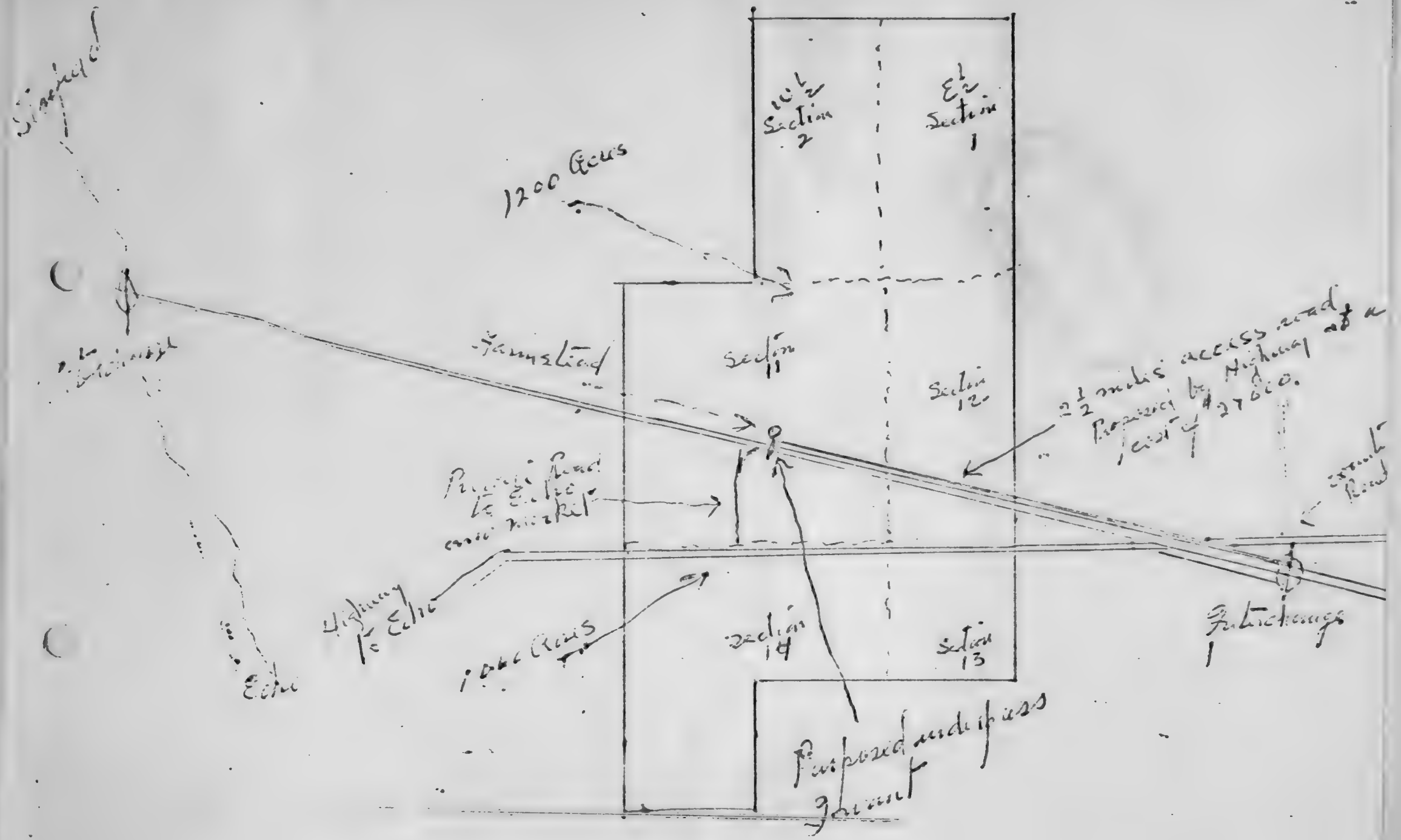
The State proposes to build over two miles of access road goind east from the farmstead to a public road at a cost of $27,000. I figure it will cost me $2300 per year to go around to market my crops and farm the land. This amortized over a 20-year period would amount to around $40,000. By building a 13 by 13 foot underpass which would eliminate the access road and, also the amortized cost of going around, there would be a saving of approximately the cost of the underpass, which has been estimated to me at a round $60,000.

I am enclosing a roughly drawn map of the farm in relation to the highway which I hope will be helpful in understanding my problem.

I certainly appreciate the work you people are doing on this for me, I realize how busy you are and the many demands made upon your time. Let me know if I can be of any help to you in any way.

Sincerely yours,

/ Claude Meyers Claude Meyers


Standard
1200 Acres
W½ Section 2
E½ Section 1
Section 11
Section 12
Section 14
Section 13
Farmstead
2½ miles access road at a proposed by Highway Dept. of $2700.00
Private Road to Section with Market
Highway to Echo
Echo
Interchange
Proposed underpass
South.

COPY

May 16, 1967

Mr. Claude Meyer
620 West Kiernan
Spokane, Washington 99205

Dear Mr. Meyer:

With reference to the problem of the proposed underpass on Interstate Highway 80N in the vicinity of your home near Echo, I enclose a copy of a letter addressed to me under date of May 8 by Oregon State Highway Engineer Cooper. Also enclosed are copies of the attachments appended to Mr. Cooper's letter. As you will note, Mr. Cooper sets forth the legal problem that has arisen in this case.

In view of his comments, I am taking up this problem immediately with the Director of Public Roads and am asking that this problem be reviewed by his office.

It is my hope that the review to be undertaken by the Director will result in some plan that may be of help to you and as soon as I receive the requested report on this case, I shall write to you again.

With kindest regards,

Sincerely,

Wayne Morse

WM:so
Enclosures
bcc: Mr. F. C. Turner, Director
Bureau of Public Roads
Federal Highway Administration
Department of Transportation

FORM S-128

COMMISSIONERS
GLEN L. JACKSON, CHAIRMAN
MEDFORD
[redacted]
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 12, 1967

Moehring

2-5403

RECEIVED
MAY 15 1967
U.S. [illegible]

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: R/W File No. 39883 - Meyers
Stanfield Junction-Pendleton Section
Old Oregon Trail Highway
Umatilla County

NOTED
D. H. MOEHRING

On July 27, 1966, we submitted to you a brochure entitled "Suggested Changes in Proposed Agreement Map, Interstate 80N, Pendleton-Stanfield Junction".

One of the requests contained in this report was for an equipment pass under the highway about two miles easterly of the Stanfield Interchange. This equipment pass would have served property owned by the Meyers' family and one other family. We subsequently received a letter from you turning down this request. Since that time, we have attempted to negotiate with the property owners for the necessary right-of-way without the equipment pass. These negotiations have been unsuccessful.

Several days ago, Mr. Claude Meyers visited Mr. W. W. Osborne, Chief, Special Procedures Branch, at the Bureau of Public Roads' office in Washington, D. C. He advised me that Mr. Osborne informed him that the requested pass (or one at some other location to serve him better) could be approved by the Bureau. He further advised me that Mr. Osborne stated that the matter of circuity of travel as an economic loss to his operation could be taken into account in the justification of the underpass.

Mr. Meyers and his son operate a wheat and sugar beet ranch consisting of about 1,200 acreas north of the existing road and 1,000 acres south of the existing road.

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MAY [illegible]

NOTED
K. A. CHATWOOD

Their grainery, in which they store approximately 20,000 bushels a year, is located north of the highway. The present route from the south portion of their ranch to the grainery is via a direct crossing of the existing highway. To transport the product of the south portion of the ranch to their grainery will require a four-plus-mile trip under the new plan which does not now include an equipment pass. Mr. Meyers estimates that approximately 11,000 bushels from the south ranch will have to be transported over this route to the grainery each year. In addition, Mr. Meyers ships his entire product by rail from Echo. He will therefore have to carry the entire 20,000 bushels back over the same four plus miles in order to transport it to the railhead.

In addition to the out-of-direction travel involved with the product itself, Mr. Meyers will have to haul his farming equipment around by the same circuitous route to serve the two severed portions of his holdings.

The five children living on his ranch are transported by bus to the Echo school. The bus will also have to take the long way around. His fire protection also comes out of Echo and this is another factor.

Mr. Meyers advises that it will not be necessary to build the proposed frontage road to service his property if a box equipment pass 13 feet by 13 feet in size is provided. Our estimate of the cost of the frontage road is about $30,000, including right-of-way at the appraised price. This would be for a minimum-type facility with a graveled surface. Our estimate for the cost of the 13-foot by 13-foot box culvert is $72,000. It is our opinion that the cost differential of $42,000 is not significant when considered in the light that Mr. Meyers' ranch will be split in two and that he will have to haul all his products and equipment many miles further than he does today if the box is not allowed.

We feel that you are wrong in your allegation that this problem falls under the 6-K rule and request that you reconsider the matter and approve the construction

of a 13-foot by 13-foot equipment pass in lieu of the frontage road now contemplated.

We would appreciate expeditious action on this matter as bids have been received for the construction of this section.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc The Honorable Wayne Morse
The Honorable Mark O. Hatfield
The Honorable Al Ullman

R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. H. Mochring
F. D. Morgan
L. H. Young
A. F. Parson

FORM E-123X 8M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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KENNETH N. PRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Klaboe

May 9, 1967

File No. 39883
Stanfield Junction-
Pendleton Section
Old Oregon Trail

Corey, Byler & Rew
Attorneys at Law
222 S. E. Dorion Avenue
P. O. Box 218
Pendleton, Oregon 97801

Attention: Mr. George H. Corey

Dear Sirs:

Mr. Claude Meyers, your client from whom we are attempting to acquire right of way on the Stanfield Junction-Pendleton Section of the Old Oregon Trail Highway, was in Assistant State Highway Engineer Klaboe's office this afternoon to discuss the effect of the highway project on his property.

I was called into the discussion and wish to advise you that I discussed with Mr. Meyers the fact that you represented his interest. Mr. Meyers affirmed the fact that you did represent him in this case, and I advised him that I would be unable to discuss the taking of his property with him as such matters would need to be handled by you. Mr. Meyers' interest was to get an undercrossing structure built and he has been in Washington, D. C., to discuss the matter with officials of the Bureau of Public Roads.

The purpose of this letter is to advise you that I did on this date meet Mr. Meyers, but no discussion of value

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MAY 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

was undertaken and conversation was limited to his desire to have a structure constructed rather than a service road for the service of his remaining lands.

Very truly yours,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JP
cc: F. B. Klaboe
G. E. Rohde

W 620 Sierman Ave. Osburn
Spokane 99205

pl file

Claude Meyers:

All wheat stored in private graineries near home about center section 11 - just N of existing US 30. Store about 20,000 bbls - 1000 acres (roughly) S of Rd - 1200 (roughly) N of Rd.

4+ miles haul wheat from S of hwy. to graineries - hope hauled a mile or less. same deal to market it by shipping to Echo when it is loaded into trains.

1200 T of cargo boats.

Will exchange road for box 13' x 13'

(Road Costs
Dia
Dia
Dia

at least 4 miles extra haul 200 bbls per truck - cropped every other year - 500 acres/year at 22 bbls an acre.

$$200 \overline{)11000} \quad \begin{array}{r} 500 \\ 22 \\ \hline 1000 \\ 1000 \\ \hline 11000 \end{array}$$

- 55 - truck loads (two trips)

plus approx. same cost. on N of Rd which 1 trip to market. + cost of moving machinery - drills - etc. - (+ 130 dollars per acre)

FORM S-123 *

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[redacted]
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

MAY 11 1967

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 8, 1967

AIRMAIL

The Honorable Wayne Morse
United States Senator
Room 209, Old Senate Office Building
Washington, D. C. 20510

Dear Wayne:

I have your letter of May 4 in which you refer to the Claude Meyer right-of-way matter near Echo on Interstate Highway 80N. This and several similar cases have been the cause of much concern to our Department, all of which stem from a procedure of the Bureau of Public Roads known as 6-K.

As a part of the administrative law promulgated by the Bureau (6-K), it states among other things:

> "Payments made for personal property, loss of business or good will, circuity of travel or diversion of traffic, or any items of damage not generally compensable in eminent domain, are not considered eligible for Federal participation; nor will Federal funds participate in payments made for loss or impairment of access so long as the landowner retains or is furnished access to a frontage road or other road which provides reasonable access to the main travelled portion of the controlled access highway."

This matter is hard to simplify but the Bureau has denied participation in damages having to do with denial of access or circuity of travel. We and other states have made violent objections to the Bureau's ruling and feel that something should be done to correct it. If the Bureau will not modify its ruling, then it becomes a matter for Congress to consider. The Meyer's case is, in my opinion, a classic example. We have several other cases of a like nature in the same area.

PAGE 2

In an effort to get the provision of 6-K modified, a meeting has been set up in Washington, D. C., by representatives of several states to discuss the matter with Congressman Fallon, Chairman of the House Public Works Committee, and, hopefully, Lowell K. Bridwell, Federal Highway Administrator. I believe the spokesman for the states' group will be Leonard I. Lindas, Administrator, Legal, Right of Way, and Utilities Section, Nevada Department of Highways. I am enclosing a copy of Mr. Lindas' presentation for your information and request that, until such time as Mr. Lindas has made the presentation, it be kept confidential.

I have been unable to determine whom, if anyone, in our Department Mr. Osborne discussed this matter with but no one in the administrative office has had any conversation with the Washington office of the Bureau in this regard.

I have also been contacted re this matter by Congressman Ullman's office (Ron Ahern). At the suggestion of Congressman Ullman, we are immediately making a new request to the Bureau for approval of this underpass, which action should clearly bring into focus the Bureau's position. I hope that the present case may be an exception, but the general pattern is for the Bureau to request "documentation" and then to determine that there is insufficient justification to allow construction of a structure or the payment compensation.

As both you and Congressman Ullman are interested in this matter, I am sending copies of all correspondence to both of you. I will keep you advised of future events.

Kindest regards,

Forrest Cooper
State Highway Engineer

FC:fn
Enc.

cc Hon. Al Ullman

PRS.0072

J. W. FULBRIGHT, ARK., CHAIRMAN
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CLIFFORD P. CASE, N.J.
JOHN SHERMAN COOPER, KY.
CARL MARCY, CHIEF OF STAFF
ARTHUR M. KUHL, CHIEF CLERK

United States Senate

COMMITTEE ON FOREIGN RELATIONS

May 4, 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Commission
State Highway Building
Salem, Oregon

Dear Forrest:

Mr. Claude Meyer of Route 2, Echo, Oregon, has conferred with me on the very serious problem he has experienced in his effort to obtain an underpass to connect his farm and that of his relatives in the area east of Stanfield, Oregon.

Mr. Meyer advises me that he conferred with a member of your staff some time ago and was informed that the construction of an underpass would not be possible because it would not be approved by the Bureau of Public Roads. In an effort to resolve the problem, Mr. Meyer made a special trip to Washington, D. C. and I arranged an appointment with Mr. Osborne at the Bureau of Public Roads. During the course of this conversation, it was indicated to Mr. Meyer that if the State Highway Commission would approve the underpass and submit the plan to the Bureau for consideration, the possibility of favorable action by the Bureau would be explored.

Mr. Meyer indicated that Mr. Osborne of BPR talked to your office by long-distance telephone on May 3, so I am sure that the details of this case are readily available in your office.

If the underpass is not approved, Mr. Meyer will have to travel $2\frac{1}{2}$ miles to the nearest point of exit from which to take his farm crops to market. Obviously, this will be a costly and expensive arrangement for him to follow.

It appears that within the next few days, final action will be taken on the problem presented by Mr. Meyer. I would appreciate it very much if you could arrange to have his case reviewed thoroughly.

If the Oregon State Highway Commission should conclude that the request for an underpass in this case has merit, I would be glad to ask

the Bureau of Public Roads in Washington, D. C. to give serious and prompt consideration to any State-approved underpass project.

With appreciation for any consideration the Commission may give this problem,

Sincerely,

Wayne

Wayne Morse

WM: so

RECEIVED
MAY 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-66

RECEIVED
MAR 8 1967
FOR FILING

COMMISSIONERS
GLENN MACKISON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I 80-1-5(21) 1.7

2017

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 6, 1967

ROY L. PORTER
R. L. PORTER

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Stanfield Junction-
Reith Hill Section
Old Oregon Trail
Highway
Umatilla County

Attention Mr. C. J. Mathias

Dear Sir:

Attached you will find justification for the Claude Meyers frontage road which Mr. Parsons requested in his December 22 letter addressed to Mr. Cooper. Our Liaison Agent, Verne Allen, states in his transmittal letter that this was discussed with you last week, and that he was to send this information to you. If you need further justification for this frontage road, please advise at once.

Very truly yours,

G. E. ROHDE
Chief Counsel

K. A. Chatwood
Administrative Right of Way Agent

KAC:AA
Attachments
cc: R. L. Porter
F. B. Klaboe
L. H. Young
G. E. Rohde
M. R. Mitchell

RECEIVED
1967

6-1-5

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Routing

RECEIVED
DEC
CONSTRUCTION
DIVISION

December 22, 1966

Mr. Peter Meyers
Route 2
Echo, Oregon

Re: File No. 39884 - Meyers
Stanfield Junction-Pendleton
Section, Old Oregon Trail
Highway, Umatilla County

Dear Mr. Meyers:

This will reply to your December 12 letter relating to a proposed taking of a portion of your property for the improvement of the Stanfield Junction-Pendleton Section of the Old Oregon Trail Highway in Umatilla County.

The studies that have been made in the area of your property indicate that the most economic solution of providing access to the various properties is to construct a frontage road on the northerly side of the highway from the Frances Meyers property (the next ownership west of your property) easterly to the Echo Interchange. The underpass which you request would add a great amount of cost to the project and would not eliminate the need for providing access to the property lying westerly of your ownership.

The economic analysis which has been done on the project takes into account those damages which are legally compensable. The damage cost which you have itemized appears to be derived from capitalizing a cost of "circuity of travel" and such a cost is not legally compensable.

Appraisal and acquisition have not as yet started on this project but should the appraisal of the various properties involved prove that the frontage road is not economically justified and some other handling is indicated, then the necessary changes in design would be considered.

We hope to be in a position to finance this project shortly and to undertake appraisal and negotiation after the first of the year. The negotiator who will be contacting you after an appraisal has been made will be able to explain the market value basis of evaluating your property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

E. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. H. Moehring
Victor D. Wolfe
F. D. Morgan (Att: Olson)
A. F. Parson (Enc.)

Dec. 12, 1966 39884

Klajoe

-4577

DEC 19 66

RECEIVED
DEC 21 1966
REAL & RIGHT OF WAY

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon 97310

Dear Mr. Cooper;

I am the operator of a 2,400-acre ranch in Township 3 North, Range 29 East, Willamette Meridian, Sections 1,2,11,12,13 and 14, Umatilla County, over which I 80 (US #30 Highway) crosses for a distance of over 1½ miles. The farmstead, including my granary with wheat cleaner and irrigated land lie north of the highway, but 1,040 acres of wheat land lie south of the highway. Also, the nearest shopping center, railroad shipping point and district school are south of the freeway.

My grandfather moved here in 1912 and acquired these lands as they now exist between 1912 and 1916. My grandfather, Marshall E. Meyers, farmed the ranch many years, then my father, Claude Meyers. I took it over in 1951.

Converting old U.S. 30 into a controlled access freeway across this land is disturbing in many ways, such as putting the heavy traffic practically under my bedroom window, but I assume these disturbances can be written off as progress. However, there are certain economic facts among the severence values that appear to have been overlooked by your department. I am calling attention to these, as I am sure you wish to build this freeway as cheaply as possible.

Near my farmstead in Section 11, the freeway crosses a small canyon in which your recently announced plans include culverts. I am proposing that you substitute a 13' x 22' interior measurement underpass in lieu of the culverts. Engineers advise that such an underpass would cost $40,000. The Underpass would eliminate the following severence values for which I would otherwise expect to be compensated.

At present, the distance from my farmstead to Echo, the nearest town, is 2½ miles to the west, and would remain essentially the same with an underpass. Your plans as announced call for a 2-mile access road from my farmstead east to an interchange, making the distance to Echo 6½ miles.

In 1927 my predecessor acquired by lease from the Union Pacific Railroad Company, a loading site in the Echo Freight Yards. A loader was installed and has been used continuously since.

Without the underpass all my crops---wheat, alfalfa hay and sugar beets or their alternate---have to be hauled the addit-

ional 4 miles to market. The annual cost of this additional travel adds up to $1,878. This annual cost amortized at 4% gives a capital loss of $46,950 for which I would expect to be paid in addition to other values if the underpass is not provided.

Your plans call for the acquisition of land, construction and maintenance of an access road from my farmstead east 2 miles to the interchange. One and one-half miles of this access road would be unnecessary if the underpass was constructed. Changing your construction plans would obviously save you the difference between the $40,000 underpass and my losses of $46,950 plus the cost of 1½ miles of access road. It would also take less cropland out of production and off the tax rolls.

Your consideration would be appreciated.

Very truly yours,

Peter Meyers

Peter Meyers
Rt. 2
Echo, Oregon

cc: Judge D.R. Cook
Umatilla County Courthouse
Pendleton, Oregon 97801

RECEIVED
DEC 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—1-68 SP 23800-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-SON-5(27)127

7017

Salem, Oregon
March 29, 1968

To: MEMO TO THE FILES

SUBJECT: Increase in Depth of A.C. Shoulders
Stanfield Jct.-Pendleton Section
Old Oregon Trail Highway
Contract No. 7017

It was recently found that the plans for the Stanfield Jct.-Pendleton Section showed 2-inch depth A. C. shoulders to be constructed.

This was discussed with the Division and Resident Engineer and they will instigate a Price Agreement with the contractor to increase the depth of the A. C. to 4 inches so it will conform to present standards.

This has been discussed with Dick Nichols of the Bureau of Public Roads and they have indicated approval to increase this paved shoulder depth.

John H. Walker
Assistant Construction Engineer

JHW:fw

cc F. B. Klaboe
A. F. Parson

RECEIVED

FORM E-30X ...OM —2-66 SP*23500-734

I-5(27)47

7017

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1968

SUBJECT: Guard Rail Need
Stanfield Jct.-Pendleton Section
Old Oregon Trail Highway
Contract No. 7017

To: MEMO TO THE FILES

On March 26 and 27, 1968, Dick Nichols, BPR Area Engineer, Bill Ferguson, Resident Engineer, Scott Coulter, Assistant Division Engineer, and John Walker, Assistant Construction Engineer, inspected the Stanfield Junction-Pendleton Section to discuss and determine guard rail requirements. The project plans called for guard rail at interchange areas but did not require any at the fills along the main highway.

After a close examination, all personnel agreed that guard rail was needed in quite a few areas along the main line. These areas are in gullies with fill depths in the 20-30 foot area and with slopes mainly in the 2:1 to 3:1 area. There were a number of areas where it was believed slopes could be flattened and thus eliminate the necessity for guard rail, but due to confining right of way limits, many others could not be.

In the 16-mile project, it is estimated that some 15,000 additional lineal feet of guard rail is needed. Bureau of Public Roads' approval for the additional guard rail has been assured.

Resident Engineer Ferguson will instigate a Price Agreement with the contractor to change the plan design to the newest design and also will include the additional rail as it is a material increase in this bid item. It was decided that the new design anchors were not needed at the sharp radius runs at interchange areas, but would be required on main line area; 6'3" spacing would be placed as per design plans and otherwise at areas of outside curves of 4 degrees or over and other areas where an extreme danger condition might exist. None of the main line runs would fall into this category.

John H. Walker
Assistant Construction Engineer

JHW:fw
cc F. B. Klaboe
A. F. Parson

Form E-208—4M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.

MAR 1 1 1968

Date _____ G-1P _____

Title _____

U.S. Bureau of Public Roads

Project Name Stanfield Jct. -Pendleton — Date March 25, 1968

Highway Old Oregon Trail — Contract No. 7017

County Umatilla — Prefix 630-1095

Contractor Rogers Construction Inc. — F. A. Project No. I-80N-5(27)187

Address 11760 N.E. Glisan St., Portland, Oregon 97220 — Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Emergency repair of north end of siphon and construct approximately 50 lin. ft. of concrete ditch lining. Remove approximately 20 cu. yds. of gravel that was washed into the U.S.R.S. Feed Canal.

Location by station numbers:

1352 - 1358

Estimate of quantities and cost:

Materials	$ 800.00
Labor	2,600.00
Equipment	1,400.00
Total	$4,800.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

A leak developed at north end of siphon. Contractor would not quote a price for the repair work.

Work was started. Telephone approval received from Division office on March 15, 1968.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 8,156,085.46	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $4,800.00 for work under this order	$ 8,156,085.46	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ W. C. Ferguson — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or

RECEIVED
APR 1 /s/ L. H. Young

Approval Recommended: /s/ H. S. Coulter — Asst. Division Engineer

Approved: _____ — Deputy State Highway Engineer

SP*23577-934

RECEIVED
MAR 2
FO

I-80N-3(27)117
117

IN REPLY
REFER TO: 424

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 8008
BOISE, IDAHO 83707

Routing

Deiss
Bond
Barbee
Walker
Glenn
Olson
Pease
Moreleck
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 13 1968
CONSTRUCTION
DIVISION

MAR 15 1968

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Litchfield:

By letter dated February 9, 1968, we forwarded to you one signed and two conformed copies of the agreement covering the crossing of the Umatilla Project Feed Canal by the Stanfield Junction-Pendleton Section of the Old Oregon Trail Highway. The agreement, which is dated February 9, 1968, is further identified as Contract No. 14-06-100-6141.

In recording the crossing on our records we note that Article 6 of the agreement eroneously describes the crossing as being in Section 7. The crossing is actually made in Section 5 as correctly identified in the description of the highway right of way at the point of crossing which is set forth in Article 15.

We suggest you note the correct section designation on your copies of the crossing agreement.

Very truly yours,

Acting for H. T. Nelson
Regional Director

Copy to: Manager, Hermiston Irrigation District, Hermiston, Oregon
Attorney, Hermiston Irrigation District, Hermiston, Oregon

Floyd Query

cc R/W Files
Jack Sollis
RE Simpson
AF Parsons
CE Payton

Phyllis
Please do.
FQ

NOTED
FLOYD QUERY

Form E-[illegible]

I-[illegible]-3(27)187

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

G1-P MAR 1 2 1968

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAR 12 1968 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Stanfield Junction - Pendleton Date March 12, 1968

Highway Old Oregon Trail Contract No. 7017

County Umatilla Prefix 630-1095

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-5(27)187

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Correcting forms placed prior to receipt of the revision of pavement width of reinforced bridge end panel.

NOTED
F. B. KLABOE

Location by station numbers: Eastbound structure Nolin Road Sta. EB 594+45.

Estimate of quantities and cost: Estimated cost of labor and equipment.....$ 300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Forming for reinforced bridge panel was completed in accordance with Drawing No. 2070 prior to notification of change in width of panel.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$8,156,085.46	
Present estimate of project cost, including $ 300.00 for work under this order	$8,156,085.46	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0%	

Submitted by: /s/ W. C. Ferguson, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or [illegible]

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer 4-11-68

Approved: /s/ L. H. Young [illegible]

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 6, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Adjustment of Telephone Facilities
Pacific Northwest Bell Telephone Co.
Stanfield Jct.-Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (26)187

Dear Sir:

Reference is made to our letter of December 27, 1967 requesting approval of a revised lump sum agreement for the adjustment of Pacific Northwest Bell Telephone Company's (PNB) facilities on the subject project. Your reply of January 12, 1968 raised points requiring clarification.

The contract costs contained in PNB's original estimate, dated May 3, 1967, were based on quotations received from contractors in the area at that time. There was a lapse of several months before the adjustments could be made and these contractors were not available. New quotations were then obtained from the Kinnan Engineering Company, the only acceptable contractor in the area at that time.

It was also found that the relocation of the crossing at Station 489+00, as shown on Detail No. 3 of the original sketches, could not be made because of the difficulty in installing an underground cable in a cut section. This crossing relocation was moved to a "day light" section at Station 470+00. This necessary change contributed to the increase in the lump sum cost of PNB's relocation. There is no additional work included in the revised lump sum estimate.

In light of the above facts, your reconsideration and approval of PNB's revised lump sum agreement is requested.

Very truly yours,

JMC:ss

F. D. Morgan
Construction Engineer

cc: F. B. Klaboe
V. L. Gallagher (2)

By:

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAR 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 8008
BOISE, IDAHO 83707

MISC. CONTRACTS and AGREEMENTS No. 3514

IN REPLY REFER TO: 424

FEB 1 1968

Mr. Jimmie K. Bevan, Manager
Hermiston Irrigation District
P. O. Box 992
Hermiston, Oregon 97838

Dear Mr. Bevant

Enclosed for consideration by the Hermiston Irrigation District are three copies of the proposed agreement covering the crossing of the Umatilla Project Feed Canal by the Old Oregon Trail Highway. This is the agreement that has been pending for some time and has been the subject of considerable exchange of correspondence between the parties involved. You will note that page 8 has been revised to indicate the authority under which the agreement was approved by the State. Except for this change the agreement is the same as that submitted to the Oregon State Highway Department with our letter of December 11, 1967, a copy of which was furnished your office.

The three enclosed copies have been executed on behalf of the State of Oregon. If the agreement is satisfactory, please have all three copies executed on behalf of the District and return them to this office for approval by the United States. The agreement will be dated at the time it is signed in this office.

When the agreement is fully executed, one signed copy and as many conformed copies as required will be furnished all parties involved.

Very truly yours,

Norman H. Moore

Regional Director

Assistant

Enclosures (3)

Copy to: Mr. Rustin A. Brewer, Attorney, Hermiston I.D., Hermiston, Oregon
Mr. Floyd Query, Secretary, Oregon State Highway Commission, Salem, Oregon (w/o encl.)

RECEIVED
FEB 2 1968
OREGON
STATE HIGHWAY COMMISSION

Form E-208—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JAN 10 1968 Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Stanfield Junction-Pendleton Section **Date** January 31, 1968

Highway Old Oregon Trail **Contract No.** 7017

County Umatilla **Prefix** 630-1095

Contractor Rogers Construction, Inc. **F. A. Project No.** I-80N-5(27)187

Address 11760 N.E. Glisan St. **Order No.** 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Taper inside face of concrete parapet at each end of Bridge 9578 and 9578A as shown on Standard Drawing 22431 (Revised 6-22-67).

NOTED
F. B. KLABOE

Location by station numbers:

Bridge 9578	Westbound Line	Station 593+28 - 594+88
Bridge 9578A	Eastbound Line	Station 593+66 - 595+26

Estimate of quantities and cost:

Labor	$564.72
Plus 20%	112.94
Materials	95.00
Plus 15%	14.25
TOTAL . .	$786.91

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The performance of this extra work will provide for parapet end taper as shown on Standard Drawing 22431 (Revised 6-22-67). Prior approval to start this work was received from Mr. D. Nichols, Bureau of Public Roads and Mr. A. Shirley, Jr. Assistant Division Engineer.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$8,156,085.46	
Present estimate of project cost, including $786.91 for work under this order	$8,156,085.46	
Expected under-run / over-run amount	$0.00	
Expected under-run / over-run per cent	0%	

Submitted by: /s/ W. C. Ferguson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved: /s/ L. H. Young

JAN 16 1968
FOR FILING
I-80N-5(27)147
7017

January 15, 1968

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the January 23 meeting, an agreement between the State, Hermiston Irrigation District and the Bureau of Reclamation covering the reconstruction of the District's facilities as required by the construction of the Stanfield Junction-Pendleton Section of the Old Oregon Trail (I-80N) in Umatilla County.

This agreement provides for the adjustment of the District's irrigation facilities, which is included in Contract Nos. 7017 and 7087 and will cost $42,250, payment of $11,425 as severance damages to the District's existing ditch rider road system, and payment of $50 as consideration for the easement for highway overcrossing structures, with the total estimated cost being $53,725.

It also requires the State to furnish the District a permanent easement for the ditch riders roads. Operational maintenance of the District's relocated facilities will be performed by the District except for extraordinary maintenance of ditch riders roads. The State is required to pay any extraordinary maintenance resulting from the State's work for a period of one year from the date of completion of the State's project.

This agreement has the approval of the Bureau of Public Roads and is eligible for Federal-aid Interstate participation.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

PGP:ss jes

RECEIVED
JAN 30 1968

FOR FILING
I-8(N)-5(27)187
7017

January 12, 1968

2151

Mr. Gordon Rich
Tri-Angle Development, Inc.
Post Office Box 1342
Pendleton, Oregon 97801

Dear Mr. Rich:

Re: Barnhart Interchange, Stanfield Junction-Pendleton Section, Old Oregon Trail Highway, Umatilla County

This is in answer to your letter of January 2 regarding an additional on-ramp and signing at the Barnhart Interchange.

It is against the design standards of both the State and the Bureau of Public Roads to construct either an on- or off-ramp which is divorced from and additional to a complete interchange as it creates an added hazard to freeway traffic. The proposed diamond interchange at Barnhart will adequately serve all the anticipated traffic in the area.

When a facility such as you plan is constructed near an interchange, it is standard procedure to install a sign informing the public of the conveniences available. Our standard sign contains the wording "Gas - Food - Lodging" or any part thereof which is provided. When your facilities are constructed, you can expect our standard sign to be installed.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
F. B. KLABOE

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. F. Parson - Enc.

DNS:jp srb

.6577

REFERRED TO
BY DEPUTY STATE ENGR.

Portland, Oregon
January 2, 1968

Mr. Forrest Cooper
Oregon State Highway Dept.
Highway Building
Center & Capital Streets
Salem, Oregon 97310

Dear Mr. Cooper:

In reference to our development at Pendleton, bounded by Barnhart Road, and Barnhart Interchange on the west, Old Echo-Pendleton Road on the south, and Interstate 80 on the north, we want, at this time, to request an extension going east on Old Echo-Pendleton Road, running paralell to the Interstate 80, and making another entrance into the eastbound lane of the freeway approximately one mile east of the eastbound entrance at Barnhart Interchange. By having this additional entrance, we feel it would be a very great safety factor in moving traffic back into the flow on Interstate 80 at this point.

Another request we want to make is for a sign, on both east and west exit signs for Barnhart Interchange, reading, either, Gas, Food, & Lodging, or, Services, Food, & Lodging, the latter being preferred. Of course, these would not be installed until we are in business.

Sincerely,

Gordon Rich

Gordon Rich

clr

Routing
Morgan
Ducker
Bund
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
JAN 8 1968
CONSTRUCTION
DIVISION
RECEIVED
JAN 3 - 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 30 1968

Form FH-121 (4-47)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(27)187
7017

Klabon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: January 12, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(26)187
Stanfield - Pendleton Section
Pacific Northwest Bell Telephone Company Adjustment

F. B. KLABON
FILED

Our July 6, 1967 memorandum authorized you to proceed with the subject utility's work on this project on a lump sum basis of $3,002.00. Included in this lump sum was an item for contract work at $1,718.00.

Mr. Litchfield's December 27, 1967 letter requests us to approve a revised lump sum total because the utility's contractor overran their estimate to $2,702.00 and the Company has revised their portion of the work to a new lump sum total of $4,242.00.

We find it difficult to concur in a revised lump sum agreement merely because of an underestimating of contract work. Apparently the Company has also revised their estimate. It is not clear to us if the revisions include additional work. Should additional work be involved, this could be handled as a separate action.

Young
Litchfield
1-16-68

NOTED
R. L. PORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 22 1967

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(26)187

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(26)187
Stanfield Junction - Pendleton Section
Hermiston Irrigation District Agreement

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 19, 1967

In reply refer to: 08-35-EC

We find the agreement provisions of Mr. Litchfield's November 29, 1967 letter and attachments satisfactory for the subject project.

The Bureau of Reclamation's rejection of the inclusion of PPM 30-4 will be accepted in this instance and no further action will be required of your office. Should difficulties arise because of this deficiency of PPM 30-4, please advise this office and we will pursue the matter further.

NOTED
E. B. KLABOE

12-21-67
REFERRED TO
Jones - Litchfield
Asst. State Hwy. Engr.

RECEIVED
DEC 20 1967
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 1 - 1967
FOR THE

UNITED STATES GOVERNMENT

Memorandum

I 84N-5(27)127

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: November 28, 1967

In reply refer to: 08-35.5/439

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
7017
Attention: Mr. F. B. Klaboe

FROM: G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Inspection-in-Depth
Quality and Cost Control

With our memorandum of November 22, 1967 on the above subject we did not furnish you with a copy of the report, which is attached.

We call your attention to the comments on Page 13 covering the commendable procedures followed on Project F-59(3), Holmes Gap - Baskett Slough, for the controls for asphalt in asphaltic concrete mix and on Page 17 on Project I-80N-5(27), Stanfield Junction - Pendleton, covering the controls for watering quantities.

We would appreciate your advising us whether or not you will adopt similar procedures on a Statewide basis on applicable projects.

Enclosure
Copy of Report

11-30-67

NOTED
F. B. KLABOE

RECEIVED
NOV 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

AUDIT OF QUANTITY AND COST CONTROL
INSPECTION-BY-AGENCY - PHASE 2A
CALDER TERRACE DEVELOPMENT

SECTION I.
SUMMARY OF RESULTS BY FUNCTIONAL AREA

1. INSPECTION AND RECEIPT CONTROLS

a. Base Materials

The controls for the inspection and recording of base materials were reviewed at six projects located in four divisions. On the projects reviewed, the base material placed was being measured by weight. The determination of weights is covered under Scalehouse Operations, paragraph 2 of this section.

State Highway Department checkers and/or inspectors were present at the point of placing. The checker or inspector prepared a Material Receipt, form D-10, for each load placed showing the type of material, station placed, truck number and driver's name. The quantity was recorded on the Material Receipt from data on the Weigh Memo, form D-82, which the checker or inspector received from the driver of the next truck. The Material Receipts were dated and signed by the checker or inspector. The checker or inspector maintained a cumulative daily total of the material placed, which was checked with the weighman's totals every 10 loads. At the end of the shift the checker's records were reconciled with the weighman's records. After this reconciliation, the original copies of the Material Receipts were turned over to the contractor. These procedures were in accordance with Article 4.7.3 of the Construction Division Manual of Instructions (Technical Bulletin No. 19) and the printed instructions on the cover of the Material Receipt books.

b. Surfacing Materials

The controls for the inspection and recording of surfacing materials were reviewed at six projects located in five divisions. The procedures at the asphalt hot mix plant were reviewed on one project.

On five of the projects, the surfacing materials were measured by weight of the asphalt mix placed. The determination of weight is covered under Scalehouse Operations, paragraph 2 of this section. The procedures for inspection and record controls were the same as previously described in paragraph 1a, and were in accordance with Article 4.7.3 of the Construction Division Manual of Instructions (Technical Bulletin No. 19) and the printed instructions on the cover of the Material Receipt books.

b. Bituminous Materials (continued)

on the wash project, they were placing Asphalt Macadam. This material was measured by weight for the liquid asphalt placed, and by cubic yard (truck measure) for the aggregates in the prime coat. The inspector had prepared computation notes to support the cubic yard capacity of each truck hauling aggregate, and these will be maintained with the final records. The inspection and record controls for the aggregate were the same as previously described under Base Materials, paragraph 1a. The "Asphalt in Asphalt Macadam" was delivered to the project in the supplier's tank truck. It was loaded into a distribution tank truck for placement on the roadway. A State inspector was present at the distribution point. A State checker rode with the distribution truck and prepared Record of Oil Spread, form T-9, for each spread. The checker read the distribution truck meters before and after each spread to determine the gallons placed. He recorded on the Record of Oil Spread the gallons placed, location placed, bid item, temperature, date, and his signature. The actual payment for asphalt will be based on the supplier's invoices to the contractor which show the net tonnage delivered. The Record of Oil Spread tickets will be used by the Resident Engineer to support the quantities on these invoices. Through use of engineering conversion tables, the gallons placed can be converted to tons. If there is a substantial variance, an adjustment of the invoice quantity would be necessary. The Resident Engineer stated that the Record of Oil Spread tickets would be submitted with the final records. The procedures for asphalt macadam provided good control of the quantities placed, and are in conformity with the State's instructions to field personnel dated September 20, 1966 and June 13, 1967.

The State inspector at the asphalt plant prepared a daily notebook entry for each day's operation showing the beginning and ending stroking measurements of the asphalt tank, and quantities added during the day. Computations in the notebook showed the conversion of the gallons used to tons which is the pay quantity. Based on these computations, a Material Receipt, form T-10, was prepared for the Asphalt Cement in Mix for each day's run. These Material Receipts will be the basis of payment. The State has issued no specific instructions for documenting asphalt in mix. Recent memorandums by the State to field personnel dated September 20, 1966 and June 13, 1967 instruct the Resident Engineers to maintain some type of record to document that asphalt delivered to the plant was, in fact, incorporated into the project. The procedures observed provided good control of the asphalt quantities and complied with the State's memorandums of instruction. Additional comments are included in Section D of this report under Project F-50(3).

c. Structures and Other Items Involving Pile Operations

Controls for the inspection and recording of structure items based on plan quantities were reviewed at three projects located in two divisions.

The basis for the progress payments for lump sum structure items were a matter of record and provided good control. Due to the wide variance in types of lump sum items, the State has issued no specific instructions regarding documentation format. However, a memorandum to field personnel dated September 20, 1966 advised that appropriate data must be on file to substantiate payment for all lump sum items on the estimates.

Observation of pile driving operations and completed pile driving records disclosed that they provided good control and supported the actual quantity of piling incorporated into the project, the number of piles driven, and the number of splices required. Articles 403-5.1 and 403-5.6 of the State's Standard Specifications specify that the State will pay the contractor for piling delivered to the project in accordance with the engineer's itemized list, even though they are not incorporated into the project. However, Article 403-3.9 of the Bridge Division Construction Manual establishes procedures whereby the Federal-aid project will be credited for full length piles and certain pile cut-offs not incorporated into the project. The pile driving records which we observed on the projects provided adequate documentation to support the amounts to be credited for excess piling not incorporated into the project.

d. Earthwork

The inspection and record controls for earthwork items were reviewed on six projects located in three divisions.

Cross section notes were compiled by the survey crews from which excavation volumes are computed. In most cases, the notes are submitted to the Headquarters office where the volumes are computed by the Data Processing Division. Where there has not yet been time for the notes to have been submitted to Headquarters for computations or where the amount does not warrant, the volumes are hand computed. Normally the notes are plotted on cross section paper to arrive at the quantities to be paid on progress estimates. The latter computations are made by using a planimeter. Cross section notes were properly validated. The pay quantities for payments on progress estimates were adequately documented. The record controls for earthwork were in accordance with Article 4.5.7 of the Construction Division Manual of Instructions.

c. Watering

Inspection and record control procedures for watering were reviewed on two projects located in the Reno Division.

Where payment was made for water applied by truck, the time of loading method of measurement was employed. Sprinkling Tally Sheets, Form R-427, were prepared by the truck driver showing the time, quantity, and location placed. Spot checks were made by the inspector to insure that the contractor was placing the water as shown on the tally sheets. At the end of a shift the inspector returned the Sprinkling Tally Sheets, and prepared a Material Receipt, Form D-10, for each water truck. Where water was placed at locations which were the contractor's responsibility, the inspector noted this on the tally sheet and the quantity was omitted from the Material Receipt. The Sprinkling Tally Sheets and the Material Receipts reviewed were completely prepared and validated.

Computations were on file in the Resident Engineer's office to support the capacities of each truck placing water on the project. On the two projects reviewed, these capacities were computed by weighing the trucks to determine the net weight of the water. This net weight was then converted to gallons to determine the pay quantity capacity of each truck. These notes were signed and dated by the person preparing them.

These procedures were in accordance with Article 4.7.2 of the Construction Division Manual of Instructions (Technical Bulletin No. 19).

Additional comments on watering procedures are included in Section B of this report, Project I-80N-5(27).

2. Items Measured in Place or Level Measurements

The record controls for the placement of pipe were reviewed at three projects located in three divisions.

Quantities of pipe placed were recorded on Culvert Data Sheets, Form M-247, which were prepared for each location where pipe was placed. These notes were originated by the survey crew who placed the stakes for the pipe location. The location, size and type of pipe, the proposed length of pipe, the date of staking, and the crew members' names were shown on the form. When the pipe was actually installed, the State Inspector noted in the margin of the Culvert Data Sheet the date of installation and signed his name. If the measured quantity differed from the staked quantity, he noted the pay quantity on the notes.

4. Data Entered in Plant or Equipment Records (continued)

These procedures were in accordance with Articles 4.1.2 and 4.5.8 of the Construction Division Manual of Instructions (Technical Bulletin No. 15). The Culvert Data Sheets, Form B-247, do not provide space for the validation by the inspector at the time of installation of the pipe. Article 4.1.2 of the Construction Division Manual was revised on April 1, 1965 to provide for this validation. At the projects reviewed, this data was provided in hand-kept books. In order to facilitate the record keeping and to insure that the installation data is always provided, it is recommended that the Form contain the Culvert Data Sheet to include space for validation at the time of installation.

5. Lump Sum or "Bank" Item

The record controls for lump sum or each items were reviewed at seven projects located in four divisions.

The Bureau's written procedures and instructions do not provide for any specific format for documenting the progress records to be paid on lump sum items. By memorandum dated September 20, 1966, the State advised field personnel that computations or other suitable data must be on file to substantiate payments for all lump sum items on the estimates. Our review disclosed that the progress payments for lump sum items were adequately documented in accordance with the State's memorandum of instructions.

6. Items Measured by Area

Record controls for this function were reviewed on one project.

The items were for seeding and mulching paid on an acreage basis. The quantities were computed by actual field measure. The field measure notes and computations showed the locations involved and the areas of completed work. The notes were signed and dated by the inspector. These procedures provided adequate control and supported the amount paid to the contractor.

7. Extra Work Orders (Force Account)

Inspection and record controls applicable to extra work orders were reviewed at seven projects located in four divisions.

On three of these projects, we participated in the Statewide inspection-in-depth of extra work order and price agreement procedures (phase 19). Detailed reports of the extra work order procedures on these projects were previously reported in Reports 35-67-EWO(19)12 (Audit Report 68-035-5), 35-67-EWO(19)14 (Audit Report 68-035-9), and 35-67-EWO(19)36 (Audit Report 68-035-12).

A. Entire Work Reviewed (Open Account) (Continued)

Our review of the remaining four projects disclosed that the inspection and record controls were the same as reported in the three previously mentioned reports. The inspection and record controls were in accordance with Article 4.9.3 of the Construction Division Manual of Instructions (Technical Bulletin No. 19) and Articles 9-8 and 9-9 of the Standard Specifications.

2. SCALE OPERATIONS.

The scale operations were reviewed at six projects located in five divisions.

The scales were being operated by State weighmen. The weighmen prepared Weigh Memos, Form D-82, for each truckload weighed, showing the truck number, date, gross weight, tare weight, net weight, time of weighing, and the weighman's signature. In those cases where double beam scales were used, it was not necessary to record the gross weight, as the net weight was recorded directly from the scales. The type of scales in use was recorded on the inside cover of the Weigh Memo books. The weighmen gave the original Weigh Memo to the driver of the next truck who took it to the checker at the dumping point.

The weighmen maintained cumulative totals of the quantities weighed. Generally, this total was sent to the checker every ten loads for reconciliation with the checkers cumulative totals.

All scales in use had the seal of the Oregon State Department of Agriculture which showed that they had recently been inspected and approved. The weighmen periodically calibrated the scales to determine that they balanced at zero with no load. This test was made in the presence of the auditors on five projects. All balanced at zero and required no adjustment. Scales platforms were kept reasonably clean of rocks, etc. Tare weights of trucks were checked twice daily at the beginning of the shift and after lunch.

These procedures were in accordance with the printed instructions on the inside cover of the Weigh Memo books and Article 4.7.3 of the Construction Division Manual of Instructions (Technical Bulletin No. 19).

3. ENGINEERING COSTS

The record controls for engineering costs were observed at ten projects located in five divisions.

Labor and equipment hours worked were recorded by crew chiefs and supervisory personnel. This data was recorded on time books or copies of the Time Reports and Equipment Rental Reports. This data is summarized for the month and submitted to the headquarters office on Time Reports, Form A-246, and Equipment Rental Reports, Form A-65.

Engineering supplies were generally ordered from the State storeroom by Stores Item Order and Invoice, Form A-537. Field Purchase Orders, Form 09-73-7, were used for emergency purchases and items not available

(more)

from the headquarters storeroom. The documents were coded with the project for which purchased. All purchases were approved and authorized by the resident engineer.

These procedures were in accordance with Sections 5.7 and 7.1 of the Construction Division Manual of Instructions (Technical Bulletin No. 19).

4. Other

a. Subcontracting

All subcontractors working on the project must be approved by the headquarters office. Subcontractors observed working on the projects had been properly approved. The subcontracted amounts were correctly computed, and these amounts did not exceed the 50% limitation. These procedures were in accordance with Article 4.10.16 of the Construction Division Manual of Instructions. (Technical Bulletin No. 19).

b. Manuals and Guide Materials

Manuals and guide materials available at the resident engineer's offices indicated that they were informed of Oregon Highway Department procedures and current changes, and that communications between the field offices, the division offices, and the headquarters office were good.

c. Supervision

Conversations with the resident engineers disclosed that division office personnel visit the resident engineer's offices on an average of every week or two during the construction season. Headquarters personnel visit the office at least once a month. On five of the projects reviewed, division office personnel were at the project during the time of our review. All resident engineers can contact supervisory personnel by telephone when urgent problems arise. In our opinion, supervision was adequate.

d. Stockpiled and Salvaged Material

Payments made to the contractor for material on hand but not yet incorporated into the project were supported by Field Inspection Reports, Form F-469. The unit price was supported by copies of the contractors invoices which were on file at the resident engineers' offices. These procedures were in accordance with Article 4.10.6 of the Construction Division Manual of Instructions (Technical Bulletin No. 19) and Article 9-11 of the Standard Specifications. Additional comments regarding payment for materials on hand are included in Section B of this report, Project F-240(3).

(more)

REVIEW OF PUBLICITY AIR POLLUTION
INVESTIGATION-IN-DEPTH - YEAR 24
CLERICAL VERIFY ENGAGEMENT

SECTION 2
SUMMARY OF RESULTS DETAILED BY DIVISION AND PROJECT

1. PUBLICITY DIVISION - PUBLICITY OFFICE

a. Project I-410-2(16), W. Johnson - Mr. Montgomery

This project was reviewed on September 20, 1967. The following functions, operations and procedures were reviewed on this project:

Base Materials
Surfacing Materials
Earthwork
Items Measured in Place or Final Measurement
Temp Sum Items
Water Work Orders
Daily Operations
Engineering Costs

Our review disclosed that the controls for these functions and operations were in accordance with the Statewide procedures described in section A of this report. The review disclosed no significant deficiencies on this project. A general discussion of the results of this review was held with the following personnel:

M. W. Stovall - State Resident Engineer
Herbert Schell - FHA Area Engineer
Clyde Pike - Federal Highway Administration Staff Auditor

b. Project I-112(10), Vista Ridge Eastbound Tunnel

This project was reviewed on July 27, 1967. The review covered only extra work order procedures. The results of this review were previously reported in report 35-67-HWD(19)12 (Audit Report 68-835-5). This review disclosed that record controls for extra work orders were in accordance with Statewide procedures described in section A of this report. A general discussion of the results of the review was held with the following personnel:

William Wade - State Resident Engineer
Herbert Schell - FHA Area Engineer
Cecil Bassett - Federal Highway Administration Staff Auditor

(over)

[illegible]
[illegible]
[illegible]

SECTION 2
SUMMARY OF WORKS DETAILED BY DIVISION AND PROJECT

1. [illegible]

a. [illegible]

This project was reviewed on September 20, 1967. The following functions, operations and procedures were reviewed on this project:

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Our review disclosed that the controls for these functions and operations were in accordance with the Statewide procedures described in section A of this report. The review disclosed no significant deficiencies on this project. A general discussion of the results of this review was held with the following personnel:

M. W. Stovall - State Resident Engineer
Herbert Schell - DPR Area Engineer
Clyde Pike - Federal Highway Administration Staff Auditor

b. Project I-112(10), Vista [illegible] National Tunnel

This project was reviewed on July 27, 1967. The review covered only extra work order procedures. The results of this review were previously reported in report 35-67-RMD(19)12 (Audit Report 65-035-5). This review disclosed that record controls for extra work orders were in accordance with Statewide procedures described in section A of this report. A general discussion of the results of the review was held with the following personnel:

William Hoak - State Resident Engineer
Herbert Schell - DPR Area Engineer
Cecil Bassett - Federal Highway Administration Staff Auditor

(over)

2. [illegible]

a. Project I-80N-2(30)--Parkville - Hoel River County Line

This project was reviewed on July 5, 1967. The following functions and procedures were reviewed on this project:

Items Based on Plan Quantities
Earthwork
Engineering Costs

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in section A of this report. The review disclosed no significant deficiencies on this project. A general discussion of the results of this review was held with the following personnel:

George Hopkins - State Resident Bridge Engineer
Clyde Pike - Federal Highway Administration Staff Auditor
Cecil Bassett - Federal Highway Administration Staff Auditor

b. Project I-80N-2(35), Osawkie Lake - Mitchell Point

This project was reviewed on July 5, 1967. The following functions, operations and procedures were reviewed on this project:

Base Materials
Surfacing Materials
Items Measured in Place or Lineal Measurement
Lump Sum Items
Items Measured by Area
Scale Operations
Engineering Costs
Subcontracting
Manuals and Guide Materials
Supervision

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in section A of this report. The review disclosed no significant deficiencies on this project. A general discussion of the results of this review was held with the following personnel:

Glenn Stookey - State Resident Engineer
Clyde Pike - Federal Highway Administration Staff Auditor
Cecil Bassett - Federal Highway Administration Staff Auditor

(more)

c. Project I-5(10)3, Benton-Linn-Lenon

This project was reviewed on July 6, 1967. The following functions and procedures were reviewed on this project:

Base Materials
Bonding Materials
Items Based on Plan Quantities
Earthwork
Lump Sum Items
Engineering Costs
Subcontracting
Manuals and Guide Materials
Supervision
Stockpiled Materials

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in Section A of this report, except as detailed in the next paragraph.

An allowance had been made to the contractor for prestressed slabs and beams which were physically located on State-leased land near the fabrication plant at Harrisburg, Oregon. The amount of the allowance was $50,270.00 (90% of $100,300.00). Included in the contractor's invoiced cost was 5% allowance for delivery to the project. The material had not been delivered to the job site but no deduction was made from the allowance for the estimated cost of the transportation charges amounting approximately $4,000.00. Article 9-11 of the Standard Specifications states that "Allowances will be made in the partial payments to the contractor for materials which are to become an integral part of the finished construction and which are delivered and acceptably stored on the project or in close proximity thereto at locations owned or controlled by the State and approved in writing by the engineer." The resident engineer had on file an inspection report from Willis H. Jones, State Resident Bridge Engineer in Eugene, which stated that he had inspected the material. The questionable factor is whether the storage of material approximately 100 miles from the job site can be considered "close proximity" as required by the Standard Specifications. A general discussion was held with the following personnel:

Lowell Johnston - State Resident Engineer
Enrique Rodriguez - State Resident Bridge Engineer
Clyde Pike - Federal Highway Administration Staff Auditor
Cecil Bassett - Federal Highway Administration Staff Auditor

The materials allowance was discussed. It was Resident Engineer Rodriguez's opinion that the location in Harrisburg was not considered close proximity and that no allowance should have been paid for the material. It was

(more)

Resident Engineer Schmebel's opinion that the State was only presented when only 50% of the invoice amount had been paid and an additional 20% thereof had been withheld from the progress estimate. Both were in agreement that the estimated transportation costs should have been deducted from the allowance until such time as the material is delivered to the job site. On items such as prestressed beams and slabs, the transportation costs are substantial. Resident Engineer Rodriguez informed us that delivery of the beams and slabs to the project was to begin the following week and that they would be in place before the next progress estimate. The materials allowance would be dropped on the next estimation and payment made under the various bid items. Therefore, no further action regarding this project is recommended. However, due to the differences in interpretation of the Standard Specifications by the State's resident engineers, it is recommended that the State clarify the Standard Specifications. This clarification should include a definition of what is meant by "close proximity" and instructions regarding procedures when invoice prices for material not yet delivered to the project include transportation charges.

Project Coordinator
Please file together with
Division files in Sac.
JJK.

3. DISTRICT III - SACRAMENTO

a. Project 3-59(2), Salmon Gap - Eureka Slough

This project was reviewed on June 28, September 13 and 15, 1967.

The following functions, operations and procedures were reviewed on this project:

Surfacing Materials
Earthwork
Lump Sum Items
Extra Work Orders
Scale Operations
Engineer Costs
Subcontracting
Normals and Guide Materials
Supervision

Our review disclosed that the controls for these functions, operations and procedures were in accordance with the Statewide procedures described in Section A of this report. The review disclosed no significant deficiencies on this project. The result of the review of extra work order procedures was previously reported in Report 35-67-HRD(19)16 (Audit Report 68-835-12).

The controls for asphalt in asphaltic concrete mix on this project were very good and worthy of additional comment. The asphaltic concrete was being produced at a commercial plant; however, when asphaltic concrete was being produced for this project, the plant was used exclusively for this Federal-aid contract. The State inspector assisted the contractor in measuring (sticking) the quantity of asphalt in the tanks at the beginning and end of each shift. The State inspector prepared a notebook entry for each day's operation which showed the beginning measurement, quantities added (supported by vendor's invoices), and the ending measurement. The notes showed the computation for converting the gallons used to tons which was the unit pay basis. The inspector issued a Material Receipt, Form T-10, for the number of tons of asphalt used during the shift. The pay quantity on each Material Receipt was supported by the notebook entries and computations. The original copies of the Material Receipts were given to the contractor. The carbon copies retained by the resident engineer support the payment to the contractor. In our opinion these procedures provided excellent control of the quantities of asphalt used in the asphaltic concrete mix, and provided assurance that the quantities paid for were in fact incorporated into the project.

(more)

General discussion of the results of this review were held with the following personnel:

H. J. Hall - State Resident Engineer
R. D. Asbury - State Division Engineer, Division II
Glenn Hosmer - FHA Area Engineer
Herbert Schell - FHA Area Engineer
Wallace Bryant - FHA Assistant Area Engineer
Clyde Pike - Federal Highway Administration Staff Auditor
Cecil Bassett - Federal Highway Administration Staff Auditor

Mr. Hall stated that the method of documenting the asphalt was working very well and that additional control was gained because the contractor was informed daily of the pay quantity. In case of any differences, the matter could be resolved at the time rather than at some later date when the detail has been forgotten. We recommend that these documentation procedures for liquid asphalt be used by the State on future projects whenever feasible, and that the Construction Division Manual of Instruction (Technical Bulletin No. 19) be revised to include these procedures.

b. Project ER-1(1)(2), Wilson River Highway, Milepoint 6.9

This project was reviewed on June 27, 1967.

The following functions and procedures were reviewed on this project:

Earthwork
Lump Sum Items
Extra Work Orders
Engineering Costs
Subcontracting
Manuals and Guide Materials
Supervision

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in Section [illegible] of this report. The review disclosed no significant deficiencies on this project. A general discussion of the results of our review was held with the following personnel:

C. H. Baker - State Resident Engineer
R. D. Asbury - State Division Engineer, Division II
Clyde Pike - Federal Highway Administration Staff Auditor
Cecil Bassett - Federal Highway Administration Staff Auditor

(more)

c. Project F-422(11), Salem - Keizer

This project was reviewed on June 29, 1967.

The following functions and procedures were reviewed on this project:

Earthwork
Items Measured in Place or Final Measurement
Lump Sum Items
Engineering Costs
Manuals and Guide Materials
Supervision
Stockpiled Materials

Our review disclosed that the controls for these functions and procedures were in accordance with the Controls procedures described in Section A of this report, except for one minor deviation detailed in the next paragraph.

Payment had been made for materials on hand at the contractor's full invoiced price. Article 9-11 of the Standard Specifications specifies that "allowances shall be in amounts not exceeding ninety (90) percent of the net cost to the contractor of the material f.o.b. the work or approved site, and from such allowances there shall be retained the percentages regularly provided for in connection with partial payments." A general discussion of the results of this review was held with the following personnel:

Vernon Shull - State Resident Engineer
Gerald Wilson - State Assistant Division Engineer, Division II
Theodore Lause - Fed Hwy Admin Div Auditor-in-Charge
Clyde Pike - Federal Highway Administration Staff Auditor
Cecil Bassett - Federal Highway Administration Staff Auditor

The overpayment on materials allowance was discussed. The resident engineer stated that he thought the retent withheld by the Accounting Division from the progress estimate (10 percent in this instance) was sufficient to comply with the Standard Specifications. After reading them again he agreed that his interpretation was incorrect. In this case the overpayment to the contractor was not substantial. However, the resident engineer stated that the error would be corrected on the next estimate and that he would correct the procedure to avoid over-payments on future projects where the amount involved might be sub-stantial. No further action is recommended.

(more)

4. DIVISION III - ROSEBURG DISTRICT

a. Project F-111(2), Elk Adam Creek - Quay Creek

This project was reviewed on September 28 and 29, 1967.

The following functions and procedures were reviewed on this project:

Base Materials
Surfacing Materials
Extra Work Orders
Scale Operations
Engineering Costs
Subcontracting
Manuals and Guide Materials
Supervision

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in Section A of this report. The review disclosed no significant deficiencies on this project. A general discussion of the results of this review was held with the following personnel:

Bobby Johnson - State Resident Engineer
Paul Riedl - ERR Area Engineer
Theodore Lause - Fed Hwy Admin. Div Auditor-in-Charge
Cecil Bassett - Federal Highway Administration Staff Auditor

5. DIVISION V - LA GRANDE OFFICE

a. Project I-82N-3(39), Baker Junction - Stanfield Junction

This project was reviewed on August 17 and 18, 1967. The following functions and procedures were reviewed on this project:

Items Based on Plan Quantities (Piling)
Extra Work Orders

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in Section A of this report. The review disclosed no significant findings on this project. The review of extra work order procedures was previously reported in Report 67-25-HWD(19)24 (Audit Report 66-835-9). A general discussion of the results of this review was held with the following personnel:

Glenn Abernathy - State Resident Bridge Engineer
Wallace Bryant - BPR Assistant Area Engineer
Allen Hadley - Construction Engineer, Regional Office
Cecil Bassett - Federal Highway Administration Staff Auditor

b. Project I-82N-3(27), Stanfield Junction - Pendleton

This project was reviewed on October 10 and 11, 1967. The following functions and procedures were reviewed on this project:

Base Materials
Watering
Scale Operations
Engineering Costs
Subcontracting
Manuals and Guide Materials
Supervision
Stockpiled Materials

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in Section A of this report. The review disclosed no significant deficiencies on this project.

A major portion of the watering on this project was for prewatering cuts prior to excavation. The resident engineer informed us that this project was the first one in the State of Oregon to use this method of watering. The water was applied by irrigation sprinkler systems. The State's established procedures for the control and documentation of watering quantities were not, therefore, applicable to the portion of the water applied by irrigation systems. The water was brought to the project by pipeline. The contractor placed a

(more)

meter at each installation of sprinklers. This precluded the payment for any water lost through leaks in the pipe. The State Inspector read these meters each morning and computed the quantity of water used the previous day. The Inspector used Sprinkling Tally Sheets, Form D-427, to record the meter reading data. A tally sheet was prepared for each meter location. The tally sheet for each day showed the ending reading, beginning reading (ending reading on tally for previous day) and the computation of the pay quantity. Each tally sheet was signed by a contractor's representative and the State Inspector, and was cross referenced to the applicable Material Receipt, Form D-10, prepared for the water used for each meter each day. The positioning of each installation was shown on both the Sprinkling Tally Sheets and the Material Receipts. In our opinion these procedures provided very good control of the watering quantities. The resident engineer developed these procedures because the established procedures for documenting watering quantities were not applicable to this situation.

A general discussion of the results of this review was held with the following personnel:

W. C. Ferguson - State Resident Engineer
Alfred Shumlay - State Assistant Division Engineer, Division V
Richard Nichols - BPR Area Engineer
Theodore Louse - Fed Hwy Admin Div Auditor-in-Charge
Cecil Bassett - Federal Highway Administration Staff Auditor

We were advised that the State is contemplating the use of this watering method on future contracts. Therefore, we recommend that the State revise the Construction Division Manual of Instructions (Technical Bulletin No. 19) to include procedures for documenting this new method of watering. This is necessary to insure Statewide uniformity. The procedures used on this project could be used as a basis for the establishment of Statewide procedures.

c. Project F-182(5), Little Beech Creek - Bell Creek

This project was reviewed on October 9 and 10, 1967.

The following functions and procedures were reviewed on this project:

Base Materials
Surfacing Materials
Watering
Lump Sum Items
Extra Work Orders
Scale Operations
Engineering Costs
Subcontracting
Manuals and Guide Materials
Supervision

(more)

Our review disclosed that the controls for these functions and procedures were in accordance with the Statewide procedures described in Section A of this report. Our review disclosed no significant dissatisfaction on this project. A general discussion of the results of this review was held with the following personnel:

M. K. Berry - State Resident Engineer
Alfred Whitby - State Headquarters Division Engineer, Division V
Richard Nichols - Unit Area Engineer
Theodore Lucas - Del Rey Limin Div Auditor-in-Charge
Cecil Bassett - Federal Highway Administration Staff Auditor

Form E-[illegible]

I-80N-5(27)187
7017

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon modification of project agreement if additional funds are required.

G-1 P

NOV 2 1 1967

Date _____ By _____

Title Dist. Engineer

U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Stanfield Jct.-Pendleton Section Date Nov. 14, 1967

Highway Old Oregon Trail Contract No. 7017

County Umatilla Prefix 630-1095

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-5(27)187

Address 11760 N. E. Glisan St., Portland, Oregon 97220 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish equipment and labor to haul pile cutoffs (to be used for pile splices) from State stockpile located left of Sta. 1315+00 to the following structures:

Location by station numbers:

Br. #9314	Sta. 1372+20
Br. #9577	Sta. 508+31
Br. #9578	Sta. 594+08
Br. #2439A	Sta. 11+78 A Line
Br. #9579	Sta. 773+00
Br. #9568	Sta. 825+24
Br. #9584	Sta. 1001+35

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Estimated cost of Labor and Equipment $300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Pile cutoffs located in State stockpile left of Sta. 1315+00 are to be used in making pile splices on the structures of this contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$8,156,085.46	
Present estimate of project cost, including $300.00 for work under this order	$8,156,085.46	
Expected under-run / over-run amount	$ -	
Expected under-run / over-run per cent	-	

Submitted by: /s/ W. C. Ferguson
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr.
Division Engineer

Approved: /s/ L. H. Young
Young 12-1-67

SP*22577-734

RECEIVED
SEP 15 1967
FOR FILING

I-80N-5(27)187
7017

September 13, 1967

1889
1935

The Honorable D. R. Cook
County Judge
Umatilla County Court
County Courthouse
Pendleton, Oregon 97801

Dear Judge Cook:

Re: Proposed Rieth Hill Interchange
Interstate 80N, Umatilla County

Reference is made to your letter of August 25 in regard to an additional interchange in the Rieth area and to the suggested shift easterly from the existing farm road from Rieth.

We are investigating the design and cost of an interchange in the position indicated on the sketch map which you submitted, but have not yet completed this study. While this will move the westerly ramps out of some of the rock cuts, the main highway is still on approximately the same grade and long ramps will still be necessary. In the new position, these ramps are much closer to the proposed West Pendleton Interchange than desirable and this is a definite argument against the facility.

To clarify my letter of August 21, I stated that it seemed inconceivable that the amount of traffic involved and the out-of-direction travel incurred (by use of existing or proposed facilities rather than this proposed new interchange) would be sufficient to justify the expenditure of public funds (by all jurisdictions) to put this plan into operation. In order to make some determination of the inconvenience and increased cost to the public caused by not constructing the proposed facility, we need predictions of the amount of traffic anticipated to use it on a daily basis and the added distance required if they used a logical alternate facility. Please provide whatever data your people might be able to put together that can be used to make up a factual

case showing alternate travel distances and anticipated traffic counts for both the presently proposed road system and with the suggested new interchange put into the system. With these a benefit-to-cost comparison can be developed to either help justify the requested construction or to explain to the proponents of the facility why it is not in the public interest to spend the necessary funds to get it built.

Again, it seems impossible that enough saving in out-of-direction travel can be shown to justify the expenditure of County funds for the connecting roads or for the other public funds to build the added interchange.

Very truly yours,

Forrest Cooper
State Highway Engineer

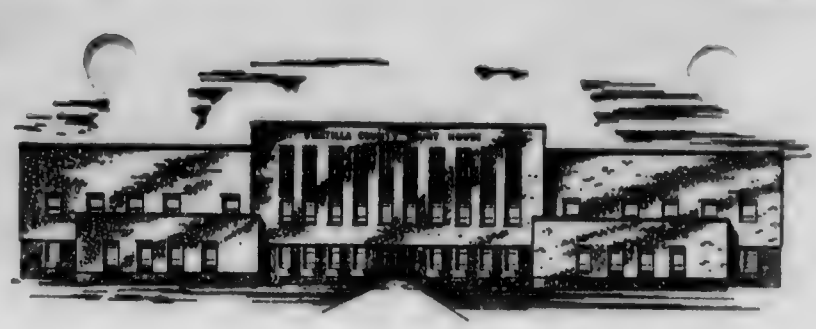
By

F. B. Klaboe
Assistant State Highway Engineer

cc: The Honorable Raphael R. Raymond
Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson

ADO:jr srb

D. R. COOK, COUNTY JUDGE



COMMISSIONERS
WALTER A. HOLT
RAYMOND E. REES

UMATILLA COUNTY COURT

COURTHOUSE
PENDLETON, OREGON 97801

August 25, 1967

Routing: Morgan, Decker, Reid, Barbee, Walker, Glenn, Swan; Peasc, Morelock, Trout, Scott, Wills, Litchfield, Olson

RECEIVED
AUG 29 1967
CONSTRUCTION DIVISION

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: Proposed Interchange North of Rieth
on Interstate 80-North

Attention: Mr. F. B. Klaboe

Dear Mr. Cooper:

This refers to your letter of August 21, 1967. The proposed interchange would not be placed where you had understood, but further down the hill. Here there is not the rock there is on top of the hill and the grade problems are not involved. Construction costs would be much, much less than at the top of the hill.

I enclose a map marked in red where the road roughly would go and the interchange involved, and shown in blue is the Rieth Road straight up the hill, which you have indicated in your letter. This is not the out-of-direction traffic which you indicate, but direct traffic through Birch Creek and Rieth onto the main highway and from that area generally north of the Pendleton Airport. This would solve the great problem which we have indicated of travel through the airport and access to the Gorger and Brown properties and some of the City's property on the north side of the road.

A study of the area north of the Pendleton Airport and south of Rieth and the Rieth area will show a real need which has not been previously studied or solved. The cost of connecting roads would not be that of the State of Oregon and the County can assure that they will be constructed.

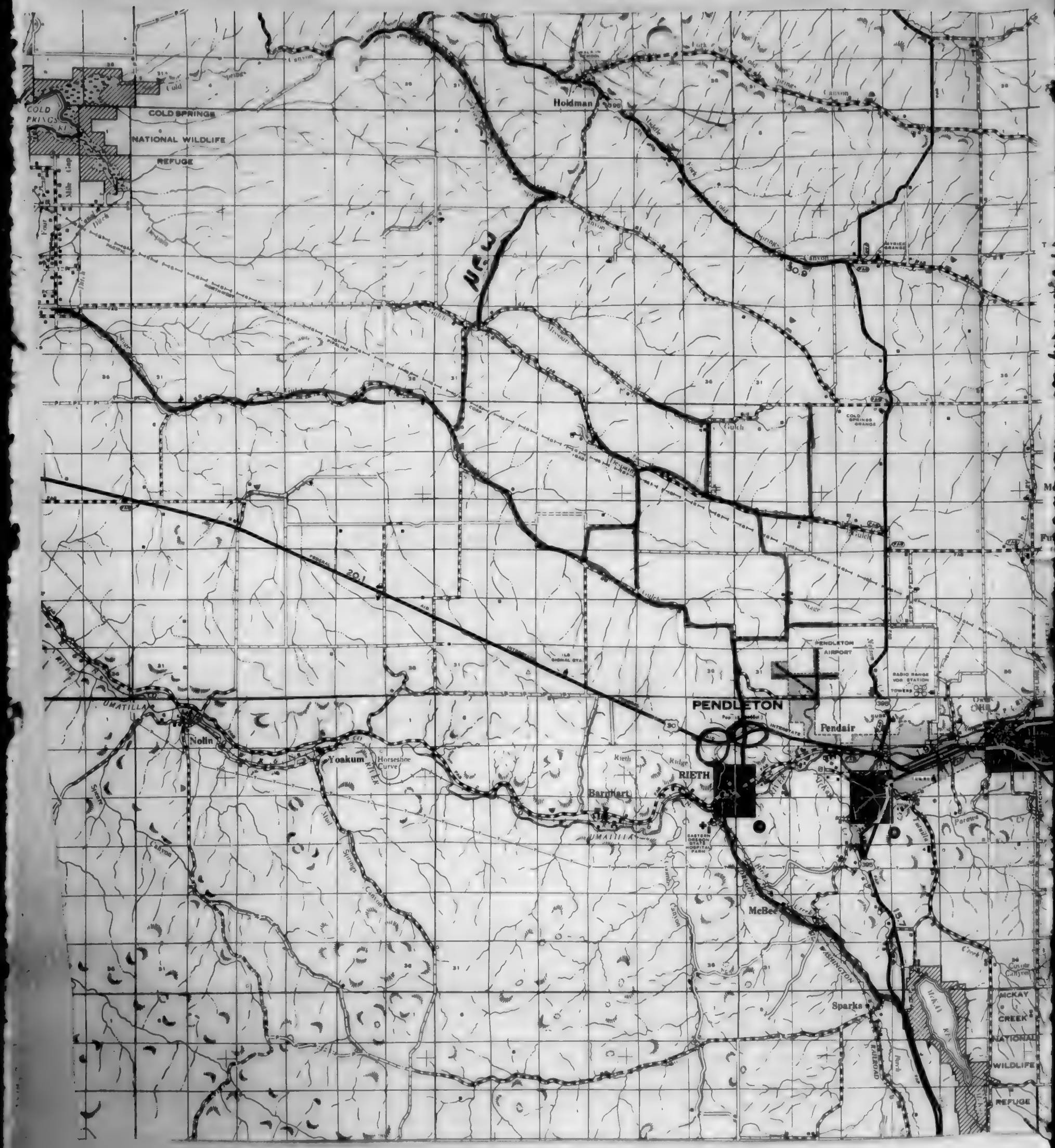
Please indicate what additional data you need and we will furnish that to you, so we may proceed on this.

Very truly yours,

D. R. Cook

D. R. "Sam" Cook,
County Judge

Enc.


COLD SPRINGS
NATIONAL WILDLIFE
REFUGE
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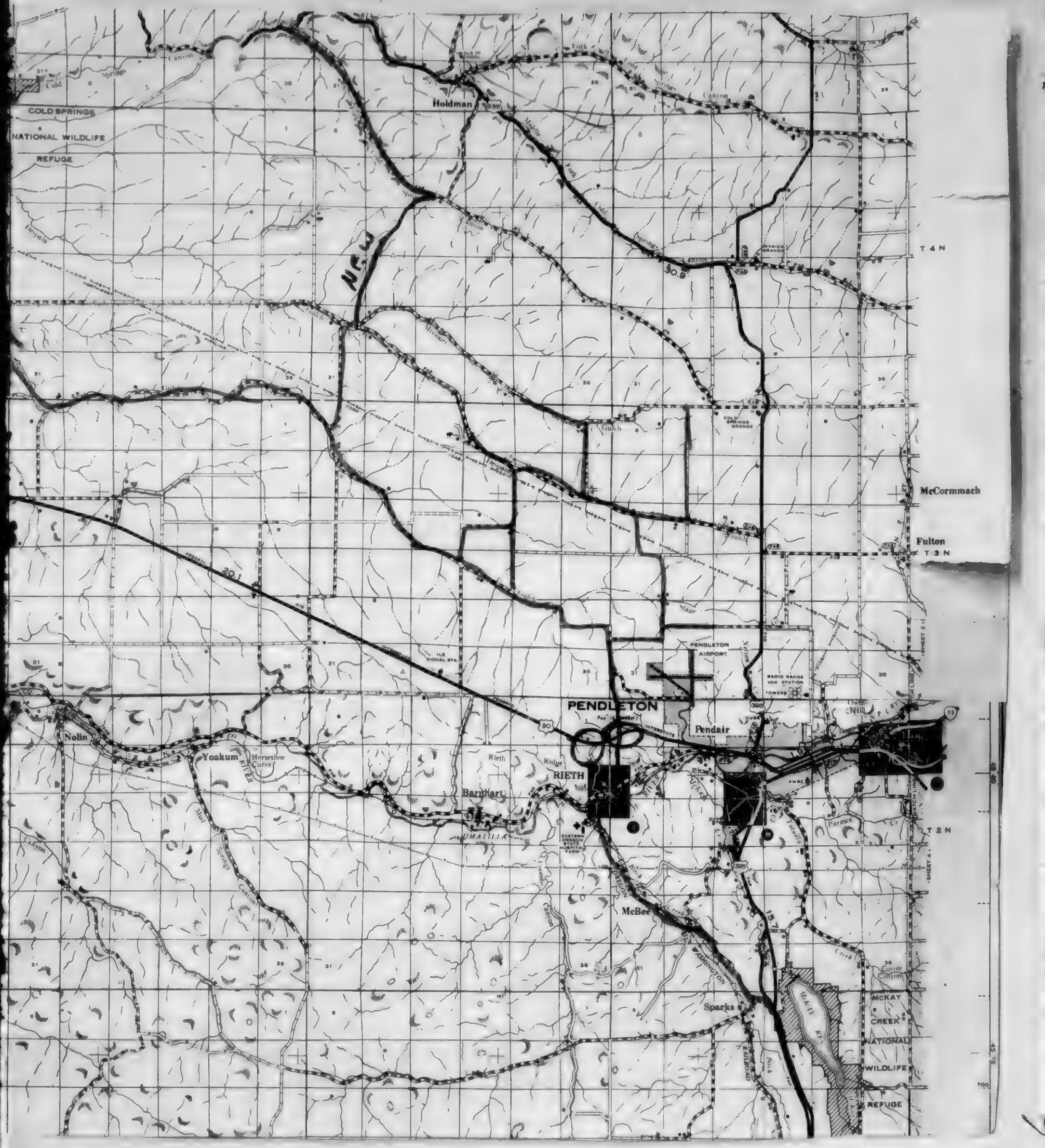
Athena
Pilot Rock
Pendleton
Pendair
PENDLETON
AIRPORT
RIETH
Barnhart
McBee
Sparks
Yoakum
Horseshoe Curve
Nolin
UMATILLA
Umatilla
Cold Springs Canyon
Squaw Creek
Butter Creek
Birch Creek
Meacham Creek
Wildhorse Creek
Thorn Hollow
Four Mile Canyon
Ryan Flat
Rieth Ridge
Stanfield
Hermiston
Boardman
Irrigon
Echo
Umatilla
Pendleton
Pendair
Rieth
Barnhart
McBee
Sparks
Yoakum
Nolin
Athena
Pilot Rock
Holdman


COLD SPRINGS
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Cold Springs Canyon
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Rieth
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RIETH
Barnhart
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EASTERN OREGON STATE HOSPITAL FARM
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OREGON
WASHINGTON
Sparks
McKAY CREEK NATIONAL WILDLIFE REFUGE
RAILROAD
15.7
20.1
INTERSTATE
Mud Springs Canyon
Cabbage Canyon
Currie Canyon

RECEIVED
AUG 24 1967
Court
Filed
Ord No.

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 22, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(26)187
Stanfield - Reith Hill Section
Umatilla Electric Cooperative Association Utility Adjustment

Our June 20, 1967 memorandum authorized you to proceed with the subject utility's work on this project. Mr. Preston's August 15 letter supplies documentation for additional work to provide an adjustment of the power source for a beacon. We approve this supplemental agreement evidenced by the utility's August 9 estimate and sketch as eligible for participation on an actual cost basis estimated at $1,000.

We hereby confirm our August 11, 1967 verbal authorization to proceed with this additional work under the provisions of our June 20, 1967 memorandum.

8-25-67
REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
AUG 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 21 1967
FOR FILING

Court
P/W
Sec Eve Trail

August 21, 1967

1889

The Honorable D. R. Cook
County Judge
Umatilla County Court
County Courthouse
Pendleton, Oregon 97801

Dear Judge Cook:

Re: Proposed Rieth Hill Interchange
Interstate 80N, Umatilla County

Your August 11 letter in regard to the improvements which could be made in the road system west of Pendleton has been reviewed and discussed at some length.

It is unfortunate that such planning could not have been done in conjunction with the area further west. It would seem likely that the requested interchange at the farm road from Rieth could have been constructed instead of the Barnhart Interchange since its prime justification was as an easterly connection for Stage Gulch Road.

An estimate has been made for a diamond-type interchange at the farm road from Rieth and, because of the grades and solid rock cuts involved, this will cost approximately $1,400,000. No attempt was made to estimate the cost of building the county road northerly to connect with Stage Gulch Road or to improve the other roads you mention. With the other roads and interchange which will be available, it seems inconceivable that the amount of traffic involved and the out-of-direction travel incurred would be sufficient to justify the necessary expenditure of public funds to put this plan into operation.

Unless further information is available from which an economic analysis can be made of the possible benefits to the public as opposed to the cost to the public, I feel that we would be in a very poor position to request this expenditure of funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

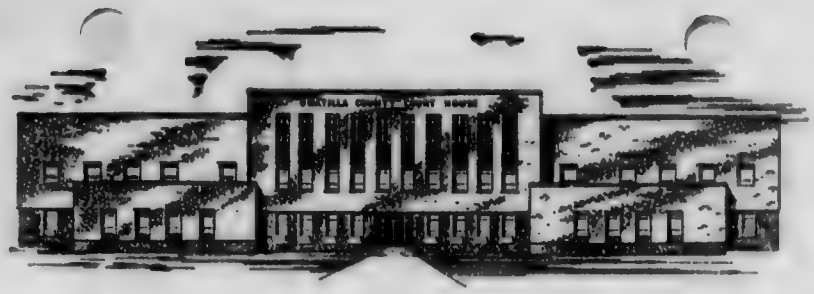
By

F. B. Klaboe
Assistant State Highway Engineer

cc: The Hon. R. R. Raymond
Forrest Cooper
R. L. Porter
Victor D. Wolfe-FBK 1889
F. D. Morgan
H. S. Cox
A. F. Parson

ADO:jr srb

D. R. COOK, COUNTY JUDGE



COMMISSIONERS
WALTER A. HOLT
RAYMOND E. REES

5907

AUG 15 6

RECEIVED

UMATILLA COUNTY COURT

COURTHOUSE
PENDLETON, OREGON 97801

August11, 1967

Mr. Forrest Cooper
State Engineer
State Highway Department
Salem, Oregon 97310

Re: Interstate 80-North: Interchange North of Rieth

Dear Mr. Cooper:

As you so well know, the location of highways is always a changing matter. New circumstances and a new look at old situations make for additional needs.

The County is preparing to pave the Birch Creek Road which would divert a considerable amount of heavy traffic from Highway No. 395 down Birch Creek to Rieth. The present farm road from Rieth to U. S. 30 will be closed with construction of Interstate 82-North. It becomes exceedingly clear with this and other changes and new developments at Rieth that the Rieth area will need a better route north and west of Rieth and onto the interstate highway.

North and west of Pendleton, Oregon, is a large area of wheat land which has been served historically and inadequately by a county road which runs into the Pendleton Airport lands and users of that road must then travel through the airport land on undedicated roads. This is on what is known as the Stage Gulch Road. The County presently plans to pave the Stage Gulch Road, and with a new connection between South Cold Springs Canyon to the intersections of Missouri and Despain Gulches and a connection to the Stage Gulch Road from Despain Gulch, this road will be used more in the

Routing
Morgan
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Bond
Barbee
Walker
Swan

RECEIVED
AUG 1 1967
CONSTRUCTION DIVISION

RECEIVED
AUG 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER
Litchfield
Green

near future. As you know, with the change in the interstate highway there is poor access to the Gorger land and the Brown land, north of the state highway, and also City lands in that area which are outside the city limits. In this area west of the airport is the county-designated sanitary landfill which serves the whole Pendleton-Rieth area and is the only sanitary landfill operating in the area. Adjacent to that is a rock crusher site and rock stockpiles that are constantly used by the City of Pendleton and the County of Umatilla.

An additional interchange one mile or so west of the west Pendleton trumpet interchange would solve the problems for the areas south and north of Rieth with a road north from Rieth to the interchange and north from the interchange through the Brown property, connecting the Gorger property, the sanitary landfill, the crusher-stockpile site, and Stage Gulch Road. The problems on all these properties and the Brogoitti land would be eliminated. This would take care of access problems in the areas and the farm and industrial traffic in the Rieth area and the farm traffic in the area northwest of the Pendleton Airport which would extend many miles north and west.

Accordingly, Umatilla County requests that the State Highway Commission construct a diamond interchange, or other suitable structures for an interchange, immediately north of Rieth on Interstate 80-North. You may be assured of our full cooperation in this project.

Very truly yours,

D. R. "Sam" Cook
County Judge

Walter A. Holt, Commissioner

Raymond E. Rees, Commissioner

Form CO-121
(11-63)
(Rev. by
A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
JUL 18 1967

FOR FILING
Cover

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 11, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias,
Division Right of Way Officer

SUBJECT: Oregon Project I-80N-5(24)187
Stanfield Jct.-Reith Hill Section
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way on December 22, 1966 and February 1, 1967. Federal participation is subject to the provision of the 80 series PPM'S.

The project agreements will be forwarded for your approval at a later date.

enc:
Right of Way Plans

REFERRED TO
By Asst. State Hwy. Engr.
7-13-67

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 7 - 1967

NOA

Coast
Rieth Cre Jr

MISC. CONTRACTS and
AGREEMENTS No. 5[illegible]

May 9, 1967

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

Gentlemen:

Enclosed for your files is a fully executed copy of a supplemental throughway agreement covering the Stanfield Junction-Rieth Hill Section of the Old Oregon Trail in Umatilla County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Xerox Copy)

I-80N-5(27)187

9

Form E-208—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon ... project agreement ... funds G-1 P

SEP 8 1967

... Dist. Engineer

U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Stanfield Junction-Pendleton Section Date Sept. 8, 1967

Highway Old Oregon Trail Contract No. 7017

County Umatilla Prefix 630-1095

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-5(27)187

Address 11760 N. E. Glisan St., Portland, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Load and haul 60 feet of 72" C.M.P. from Pendleton Maintenance Yard to Stanfield Junction Detour. Install and remove 72" C.M.P. Haul C.M.P. back to Pendleton Maintenance Yard.

Location by station numbers:

Stanfield Junction Detour - - - - Station 4+50

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment - - - - - - - - - - - - -	$600.00
Labor - - - - - - - - - - - - - - -	300.00
Total - - - - - - - - - - - - - - -	$900.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Nature of work and expediency required makes it desirable to handle this work by Force Account. Work involves placing the second 72" C.M.P. in addition to contractor's obligation of one 72" C.M.P. Work has not begun. Telephone approval to proceed received this date from division office.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$8,156,085.46
Present estimate of project cost, including $900.00 for work under this order	$8,156,085.46
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0%

Submitted by: /s/ W. C. Ferguson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Highway Engineer

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved: /s/ L. W. Young

Young 9-28-67

SP*23577-734

RECEIVED
OCT 27 1969
FOR FILING

I-84(N)-5(22)197
7017

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
SEATTLE AREA OFFICE
FAA BUILDING, BOEING FIELD
SEATTLE, WASHINGTON 98108

September 1, 1967

IN REPLY REFER TO: SEA-420

MISC. CONTRACTS and AGREEMENTS No. 3419

Mr. T. W. Litchfield
State of Oregon
State Highway Department
215 State Highway Building
Salem, Oregon 97310

Dear Mr. Litchfield:

Enclosed for your files is one copy of Memorandum of Agreement covering the Relocation of Power and Control Cables, Pendleton, Oregon VORTAC.

Sincerely yours,

E. L. Woodbury

E. L. Woodbury, Acting Chief
Contract and Materiel Section

Enclosure

Routing

Morgan	Poage
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
SEP 5 1967
CONSTRUCTION DIVISION

NOTED
L. M. CARTWRIGHT

Noted
Encl
9-11-67

RECEIVED
SEP 1 - 1967
FOR FILING
I-80N-5(27)187
7011

September 1, 1967

The Honorable Raphael R. Raymond
State Senator
Vansycle Canyon
Helix, Oregon 97835

Dear Senator Raymond:

Report is made to a telephone conversation about a proposal of Mr. Wendell Lampkin and a ditch rider for the Umatilla Irrigation Ditch Company to change the State Highway Department plans for some reconstruction work adjacent to Mr. Lampkin's property in the vicinity of highway construction work at Stanfield Junction on Interstate 80N.

Mr. A. F. Parson, Division Engineer at LaGrande, Mr. F. D. Morgan, Construction Engineer, Salem, Mr. J. H. Walker, Assistant Construction Engineer, Salem, and Mr. W. C. Ferguson, Resident Engineer, Pendleton, met with Mr. Lampkin at 2 P.M. August 30, to discuss his problem.

Mr. Lampkin had an erroneous idea that the irrigation ditch adjacent to his property was to be reconstructed at a location much closer to his house and wished to suggest that if this were to be done, it would be very objectionable to him. Mr. Lampkin was advised that the ditch was not to be reconstructed through his property nor located closer to his property, a minor revision of a ditch rider's road being the only work proposed at this location.

When the State's plans were explained (on the ground) to Mr. Lampkin, his apprehension and objections to this plan were eliminated. He indicated satisfaction with the proposed reconstruction in this area.

It is felt that this personal contact with Mr. Lampkin was satisfactory to all concerned and should eliminate any misunderstanding regarding this matter.

If I can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
Ralph Sipprell
A. F. Parson
W. C. Ferguson

FDM:fw kf

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 31, 1967

SUBJECT: Complaint of Wendell Lampkin
R/W File No. 39876
Stanfield Jct.-Pendleton Section

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Contact was made with Mr. Wendell Lampkin regarding subject complaint. A. F. Parson, F. D. Morgan, J. H. Walker and W. C. Ferguson, Resident Engineer, were in attendance.

Mr. Lampkin had an erroneous idea that the irrigation ditch adjacent to his property was to be reconstructed at a location much closer to his house and wished to suggest that if this were done it would be objectionable to him. We advised Mr. Lampkin that said ditch was not to be reconstructed through his property. A minor revision of a ditch riders road being the only work on his(the westerly) side of the Umatilla-Stanfield Highway in the vicinity of the proposed Stanfield Interchange.

When this was explained to Mr. Lampkin, his apprehension and objections to this plan were eliminated. He indicated satisfaction with proposed reconstruction in this area.

A rough draft of a reply to Senator Raymond is attached.

F. D. Morgan
Construction Engineer

FDM:fw
Enc.
cc A. F. Parson

RECEIVED
AUG 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-5(27)187

RECEIVED
SEP 1 - 1967

FOR FILING

FORM PR-111 (11-65)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

7017

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 29, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(26)187
Stanfield - Pendleton Section
Union Pacific Railroad Company Adjustment

We have reviewed the proposed Railroad Agreement for Project I 80N-5(28)187, Stanfield - Pendleton Section, (five structures) and find it satisfactory.

As requested by Mr. Litchfield's August 28 letter you are authorized to proceed with railroad protective work and signal and communication line adjustments as set out in the estimate effective today.

8-31-67

REFERRED TO

By Asst. State Hwy. Engr.

RECEIVED
AUG 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 26 1967
F

Agenda 4h

I-5(N)-5(27)187
7C17

Salem, Oregon
August 2, 1967

Memorandum of Agreement
Federal Aviation Administration
Stanfield Junction-Pendleton
Section
Old Oregon Trail
Umatilla County

MISC. CONTRACTS and
AGREEMENTS No. 5711

Mr. F. D. Morgan
Construction Engineer
BUILDING

Attention: Mr. Jack Cartwright

Attached for further handling are two copies of an agreement with the Federal Aviation Administration covering the relocation of facilities which conflict with our construction on the above-mentioned property.

After these agreements have been signed, a fully executed copy should be returned to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att. (2)

cc: T. W. Litchfield

RECEIVED
AUG 28 1967
FOR FILING

I-8CN-5(27)187
7017

August 25, 1967

The Honorable Raphael R. Raymond
State Senator
Vansycle Canyon
Helix, Oregon

Dear Senator Raymond:

During our telephone discussion this week you asked me to arrange for a contact with Wendell Lampkin and the ditch rider for the Umatilla Irrigation Ditch Company and discuss their proposals to change the State Highway Department plans for the revamping of the ditch.

I have been unable to set up such a meeting this week but feel sure that we can handle the matter sometime next week. I will contact you further after we have made our investigation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
Ralph Sipprell
A. F. Parson

FORM E-128

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-5(27)187
7017

August 24, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Stanfield Jct.-Pendleton Sec.
Old Oregon Trail Highway
Umatilla County
Contract No. 7017
FAP No. I-80N-5(27)187

Gentlemen:

We have reviewed the letter of August 8, 1967 from your Washington office relative to the structures on the subject section with the following comments:

As indicated by the dead load camber diagram, a condition of negative moment does exist over the full length of Span 1. A heavy end beam was utilized at Bent 1 to produce a positive reaction under all load conditions including the uplift requirements of Art. 1.2.16 of the AASHO Bridge Specifications. We do not feel that any revision is necessary.

On Bridges Nos. 9568, 9579 and 9584, shear bars between the shear studs are not required since in all cases, the shear studs extend more than the required one inch minimum into the slab.

On Dwg. No. 22892, the asterisk for flanges T and B, has no significance on this project. This is a designation carried over from the standard steel beam detail sheet.

The filler plate as called for in Span 2 of Bridge No. 9568 is correct as shown (1/8"). The splice occurs at 58 feet ahead of the Bent 3 end of the beam.

We concur with your comments on the compression splice at the center pier of Br. No. 9568, 9579 and 9584. Since the shop

[illegible]
[illegible] EDWARDS

drawings have already been approved and the material ordered for the splices as detailed, no revision will be made on this project. This suggestion will be kept in mind on future projects. The corners of the slotted holes through the web of the cross beam are being rounded and filler plates are being added as suggested.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WJH:LLW:mb

cc: Tom Edwards
L. H. Young
C. H. Maison

RECEIVED
AUG 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-128X 50M 7-66

RECEIVED
AUG 21 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(27)187
7017

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 15, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon 97301

Re: Additional Work
Stanfield Jct. Interchange
Umatilla Electric Cooperative Association
Stanfield Jct. - Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (26) 187

Dear Sir:

Herewith you will find the following data pertaining to this project:

(1) Two copies of the company's estimate of cost for doing the work dated August 9, 1967.

(2) Two copies of a sketch map showing the work to be done.

F. B. KLABOE

The flashing beacon at the intersection of the Umatilla-Stanfield and Old Oregon Trail Highways in Stanfield Jct. Intersection will have to be moved to serve the same function on the detour until such time as the overcrossing structure is completed. The beacon is now supplied with power from a meter pole located southerly of station 1376+80. The contractor is required by Section 7-30 of our Special Provisions for this project to relocate a flashing beacon when directed by our Engineer, however the power line serving the above mentioned meter pole is in conflict with the construction of the interchange. This will necessitate the construction of a temporary power line to the existing meter pole as shown in red on the attached sketch.

The conflict of the existing power line shown in green on the sketch was overlooked and therefore not included in our Staff Attorney's letter of March 29, 1967 to the utility.

This matter was discussed among Gordon Brooks, Dick Nichols and Phil Preston on August 11, 1967, and we received advance authorization to proceed with the work effective that date.

Your formal approval of this agreement as evidenced above and authorization to proceed with the work as of August 11, 1967, under the provisions of PPM 30-4 is requested.

PGP:ss

cc: F. B. Klaboe
V. L. Gallagher (2)

Enclosure

Very truly yours,

F. D. Morgan
Construction Engineer

By:
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
APR 21 1967
I-80N-5(27)187
FOR FILING
I-84N-5(27)187

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

7/17/2017

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 14, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

(5584)

SUBJECT: Oregon Project I-80N-5(27)187
Stanfield Junction - Pendleton Section
Old Oregon Trail Highway

Federal regulations limit federal participation in the cost of relocating or reconstructing utilities to the cost of a facility which has the same capacity as the original facility. Therefore we must limit our participation in the Furnish Ditch Siphon to the costs of a siphon having the same capacity of the original siphon unless justified.

The signing of the interchanges include exit direction signs mounted on cantilever sign supports located about 200 feet ahead of the gore points. The use of overhead sign structures in this area meets only one of the warrants for overhead structures as set forth on page 11 of the AASHO Interstate Sign Manual. We do not believe that conditions in this area warrant the use of these cantilever sign structures therefore the signing for these interchanges should be changed to the conventional pattern for such an area with the exit direction sign ground mounted at the breakpoint of the offramp and the standard exit sign in the gore area. These signs should be mounted on breakaway sign supports, and the exit direction sign offset from the edge of the through traffic lanes.

4-20-67 Edwards
REFERRED TO
Morgan-Young
BY ASST. STATE HWY. ENGR

RECEIVED
APR 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Jean
Lyn
Ivan (sign)
Bud
Ed Will

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-122X 50M 7-66

RECEIVED
AUG 16 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(27)
187
7017

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 11, 1967

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Approved Construction Plans
Stanfield Jct.-Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (27) 187
Contract 7017
YOUR FILE: D-315-2-132

Gentlemen:

This is in reply to your letters dated July 7 and June 8, 1967, with which you returned construction plans for the above-captioned project as approved by your Chief Engineer. He approved the plans on the condition that our contractor would provide railroad protection insurance in the usual manner.

This is to advise that we will conduct our work in such a manner that encroachment on your property will not occur under this contract. Therefore the insurances you request will not be necessary.

All work on railroad property will be performed under the structure contract, bids for which were opened on August 10, 1967. Low bidder was Rogers Construction Company. The contractor now building the above-captioned project.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

TWL:ss
cc: A. W. Parsons (w/UPRR letter)
F. B. Klaboe "
L. H. Young "
C. H. Maison "
A. F. Parson "
W. C. Ferguson "
J. W. Valentine "

RECEIVED
AUG 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. Johnson
~~G. H. BAKER~~
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND N. OREGON
97227

JULY 7, 1967

File Ref. D 315 - 2 - 132

Routing
Morgan
Docker
Bond
Barbon
Walker
Clark
Swan
Poole
Moreland
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUL 10 1967
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Stanfield Jct. - Pendleton Section,
Old Oregon Trail Highway, Umatilla County
Project No. I-80N-5(27)187

Referring to your letter of May 1, transmitting for Railroad approval construction plans covering grading, paving and related work on the captioned highway project, except for work to be done by the State under a separate construction contract on overcrossing structures at MP 190.0 on our main line near Stanfield, Oregon:

Under separate cover, am returning one set of the above-mentioned plans bearing approval of Mr. J. M. Bates on behalf of the Railroad's Chief Engineer, as noted thereon.

In line with my letter of June 8, however, his approval was given subject to the State modifying its plans and special provisions to require its Contractor to comply with Railroad safety measures and furnish insurance inasmuch as some of the work is to be performed on Railroad right-of-way, per indications in red on plan sheet No. 4.

As advised in your recent 'phone conversation with my office, we are arranging for an agreement to cover the highway project and expect to be able to furnish in the near future.

Very truly yours,

W. G. Johnson

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
JOHN BAKER
SUPERINTENDENT
OREGON DIVISION

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUN 9 1967
CONSTRUCTION
DIVISION

Trout
Scott
Wills
Litchfield
Olson

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

June 8, 1967

File Ref. D 315-2-132

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Stanfield Jct.-Pendleton Sec.
Old Oregon Trail Highway
Umatilla County

Reference is made to your letter of March 6, 1967 transmitting preliminary plans to cover reconstruction of the captioned section of Old Oregon Trail Highway to Interstate standards.

Under separate cover one set of the plans are being returned which bear the approval of Mr. J. M. Bates for the Railroad's Chief Engineer as noted thereon without change.

Wish to advise, however, that the plans were approved on basis that the State's construction does not interfere with future use by the Railroad of space provided by the existing Old Oregon Trail Highway overcrossing constructed by the State under agreement dated May 9, 1941 with our Company.

Approval was also given subject to notations made on prints returned to Mr. Ivan D. Merchant with my letter of today, copy attached.

Furthermore, since construction plans and special provisions transmitted with your letter of May 1, 1967

provide for work by the State's contractor on the Railroad's right of way, the State should amend these documents to require its contractor to furnish Railroad Protective Insurance and to comply with the usual safety requirements. In addition this work should be covered by agreement or right of entry letter.

Very truly yours,

W. B. Johnson
asl

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2929 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

June 8, 1967

File Ref. D 315-2-132

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

Umatilla River & UPRR O'xing
Stanfield Jct.-Pendleton Sec.
Old Oregon Trail Highway
Umatilla County
Brs. Nos. 5209A and 5209B

Referring to your letter of March 14 transmitting prints of Highway Department drawings Nos. 21491, 22842 and 22727, indicating the State's proposal for constructing an additional overcrossing at Railroad M.P. 190.00 and to widen the present overcrossing at M.P. 190.03 in connection with improving the above-referenced section of Old Oregon Trail Highway to Interstate standards.

Returned herewith is one set of prints from the aforementioned drawings bearing the approval of Mr. J. M. Bates on behalf of our Chief Engineer subject to the notations made in red indicating right of way and easement lines and clearances required with respect to the railroad.

Please furnish for our review the usual 4 copies of final plans and specifications covering this project when available.

Very truly yours,

W. G. Johnson

W. G. Johnson

cc: Mr. T. W. Litchfield,
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

RECEIVED
JUL 7 - 1967
FOR FILING
I-80N-C (27)1-7
1017

July 6, 1967

Oregon State Highway Commission

Gentlemen:

On June 14 we advised you that there would be presented to you for your consideration at the July 24 meeting an agreement between the Oregon State Highway Commission and the Federal Aviation Administration. This agreement covers the relocation of FAA facilities which conflict with our construction on the Stanfield Junction-Pendleton section of the Old Oregon Trail (I-80N) in Umatilla County. At that time, the estimated cost for the work was $2,357. We are now advised by the Federal Aviation Administration that the cost will be $2,717.

The agreement should be changed accordingly and it is our recommendation that you approve it as revised.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query - Please do so.
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Att: T. W. Litchfield)
L. H. Young
C. H. Maison
A. F. Parson

FBK:srb fn

I-80N-5(27) Stanfield Junc.-Pendleton 1967
187 Sec., Old Oregon Trail (Grad.,
#7017 pav., struc. & sign.) Folder #1

337
633

RIW 29493
29729
28587

RECEIVED
JUN 26 1967

FORM FR-121 (11-66)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 20, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(26)187, Stanfield - Reith Hill Section
Umatilla Electric Cooperative Assn. Utility Adjustment

We approve the agreement, as evidenced by your Staff Attorney's letter dated March 29, 1967, and the subject utility's letter dated May 16, 1967, as well as the plans and estimate transmitted with Mr. Litchfield's letter dated June 13, 1967. Reimbursement on an actual cost basis estimated to be $3,867.24 is approved. It is understood that the use of Mr. Welty was under your December 28, 1966 Statement of Procedures.

Receipt of Mr. Valentine's June 8, 1967 affidavit of the company's property rights is acknowledged. The permit covering this adjustment was previously approved by this office.

Our program memorandum dated February 2, 1967 authorized you to proceed with preparatory work for all utility adjustments, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

6-23-67
REFERRED TO
Litchfield Young
By Asst. State Hwy. Engr.

RECEIVED
JUN 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 22 1967
FORM S-90 8OH 10-65

I-8(11)-3(27)187
1 1 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1967

To: MEMO TO THE FILES

SUBJECT: Pre-Job Conference
Stanfield Jct.-Pendleton Sect.
Old Oregon Trail Highway

The pre-job conference for the subject project was held on Friday, June 16, at the Temple Hotel. in Pendleton.

A detailed report of this meeting will be made and distributed by the Resident Engineer.

This memo notes only a few of the major items discussed:

The first discussion held involved the utility problems of moving power and telephone facilities. The outcome of this discussion was that it would be approximately six weeks (August 1) before the utilities would be out of the way at the areas of Stanfield Junction and Echo Junction. The balance of the moves should not be a critical factor in any work holdup.

The contractor intends to start move-in of equipment this week and when in full production will have three separate grading units working double shifts.

Pre-wetting by means of sprinkling will be tried in excavation areas which are suitable for this method. Payment will be made by metered quantities. Close control to obtain maximum efficiency will be followed. The Resident Engineer is assigning a man from his crew to closely check this item.

The contractor plans to commence operations on the west end of the project and work easterly. One possible exception may be the constructing of fill ramps at interchanges in order that work on the structures may commence earlier.

Crushing of aggregates for concrete will be done at the west end of the project in the Umatilla River area where the contractor has procurred gravel areas. Other sites for some of the other materials may be used.

Concrete paving is expected to be done in October and it is intended that one-half of the project will be paved this year. The Matich Corporation of Colton, California, will subcontract the concrete paving. This company will submit a detailed plan of operation at a later date. Two paving methods are at this time being considered. The first involves placing reinforcing steel on chains and placing all of the concrete as one unit. The other method would involve two paving machines in tandem. The first would place concrete to the elevation of the steel placement and the reinforcement would be immediately placed. This would then be followed by the second paver which would complete the operation.

John H. Walker,
Assistant Construction Engineer

JHW:nn

cc. Klaboe

RECEIVED
JUN 15 1967
FOR FILING

I-80N-5(27)187

7017

June 14, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the July 24 meeting will be an agreement between the Oregon State Highway Commission and the Federal Aviation Administration covering the relocation of its facilities which conflict with our construction on the Stanfield Junction-Pendleton Section of the Old Oregon Trail (I-80N) in Umatilla County.

The agreement provides for the relocation of one power service pole and underground power service cable necessitated by the construction of this project. The estimated cost to the State for this work is $2,357.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F..B. Klaboe
Victor D. Wolfe
F. D. Morgan (att: T. W. Litchfield)
L. H. Young
C. H. Maison
A. F. Parson

JMC:ss jw

Form E-208—6M 6

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

RECEIVED
Contingent upon certification of project [illegible] additional funds [illegible]
JUN 19 1967 6 1 P
[illegible] Dist. Engineer
U.S. Bureau of Public Roads

Project Name Stanfield Junction-Pendleton Section Date June 12, 1967

Highway Old Oregon Trail Contract No. 7017

County Umatilla Prefix 630-1095

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-5(27)187

Address 11760 N. E. Glisan St., Portland, Oregon 97220 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish 24 - 36" 2-way traffic signs. Install 68 2-way traffic signs, 44 to be furnished by the State, adjacent to the existing highway at ¼ mile intervals. Signs to be placed alternately for opposing traffic lanes. Salvage and reinstall as needed and salvage and stockpile at completion of project.

NOTED
F. B. KLABOE

Location by station numbers:

Throughout project.
From 1315 thru equation to 1105 at ¼ mile intervals.

Estimate of quantities and cost: Install 68 signs

Labor	- $1,140.00	+ 20% allow =	$1,368.00
Equipment	- 520.00	+ 15% allow =	598.00
Material	1,015.20	+ 15% allow =	1,167.48
	1,036.80	+ 15% allow =	1,192.32
		TOTAL	$4,325.80

Furnish 24 signs and fittings
Furnish 24 6"x6"x16' posts
1,152 board feet @ $90.00 per M/ft.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Performance of work is more adaptable to an extra work basis, rather than a Price Agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$8,156,085.46	
Present estimate of project cost, including $4,325.80 for work under this order	$8,156,085.46	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0%	

Submitted by: /s/ W. C. Ferguson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr. Asst. Division Engineer

Approved: /s/ L. H. Young, Assistant State Highway Engineer or Office Engineer.

SP*23877-734

approved 6-27-67

RECEIVED
JUN 13 1967

FORM E-30 8OM 7-64 SP*6229-734

FOR FILING
I-8(1)-2(27)187
7017

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 12, 1967

SUBJECT: Stanfield Junction-Pendleton

To: MEMO TO THE FILE

L

I have been informed that a paving firm from Los Angeles will be the paving sub on this contract. I believe that the name is Matich.

Acting on this information, I discussed with Frank Jorgensen, Construction Engineer for the California Highway Department, the attributes of this organization. Mr. Jorgensen advised me that they were an A-1 organization and had an excellent reputation for good work in the California State Highway Department.

He also advised me that California has laid no reinforced slip form pavement and felt certain that the Matich Company would be inexperienced in this phase of our operation. However, he felt that they had enough equipment and know-how in order to do a good job.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
F. D. Morgan
A. F. Parson

RECEIVED
JUN 9 - 1967
COMMISSIONERS
FILING

GLENN B. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
BASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I HWY-5(27)187
7017

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 9, 1967

Rogers Construction, Inc.
11760 NE Glisan Street
Portland, Oregon 97220

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7017 for grading, paving, structures and signing on the Stanfield Junction-Pendleton Section of the Old Oregon Trail in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

Encl.

cc Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Pallett, Fisher & Carlo, Inc.
1001 US National Bank Building
Portland 4, Oregon

RECEIVED
JUN 9 - 1967
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Form CO-121 (11-63) (Reg. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

I-X (187)
7017

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 7, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(26)187
Stanfield - Pendleton Section
Federal Aviation Administration Utility Adjustment

Our memorandums dated April 14 and 26, 1967 approved the P.S. & E. for I-80N-5(27)187 documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the proposed agreement transmittal by the FAA's letter of May 5, 1967 and your Staff Attorney's letter dated March 29, 1967, furnished prior to award of contract for the physical construction, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated May 16, 1967. Receipt is also acknowledged of Mr. Cartwright's property right affidavit. Extinguishment of the FAA's access rights is considered established by Exhibit A of the Staff Attorney's letter.

Our program memorandum dated February 2, 1967 authorized you to proceed with preparatory work for all utility adjustments effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966.

6-9-67
REFERRED TO
Young - Litchfield
By Asst. State Hwy. Engr.

RECEIVED
JUN 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 9 - 1967
FOR FILING

I-80N-5(27)187

Form CD-121 (11-63) (Pres. by A.O. 808-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

7017

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 7, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(26)187
Stanfield - Pendleton Section
Pacific Power and Light Company Utility Adjustment

Our memorandums dated April 14 and 26, 1967 approved the P.S. & E. for I-80N-5(27)187 documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated March 29, 1967, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated April 20, 1967, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated April 26, 1967. Reimbursement on an agreed lump-sum basis of $1,013.53 is approved. Receipt of Mr. Valentine's property rights certification dated May 2, 1967 is acknowledged, as well as receipt of the necessary permits.

Mr. Litchfield's May 18, 1967 letter establishes the eligibility of the removal costs exceeding the salvage as necessary to accommodate the highway construction under paragraph 11f of PPM 30-4.

Our program memorandum dated February 2, 1967 authorized you to proceed with preparatory work for all utility adjustments effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

6-9-67
REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR.

RECEIVED
JUN 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 5 - 1967
FOR [illegible]

I-80N-5(27)187
[illegible]

Salem, Oregon
June 5, 1967

Mr. A. F. Parson
Division Engineer

La Grande

Stanfield Jct. -Pendleton Section
Contract No. 7017

All utility adjustments on the Stanfield Jct. -Pendleton Section, Contract No. 7017, have been programmed with the BPR as one separate Federal-aid project. In order to segregate utility adjustment costs from construction costs, a separate prefix will be used.

Those utility adjustments listed below are included in the anticipated items on the above contract and will be charged to Prefix 630-1096, Federal-Aid Project No. I-80N-5(26)187.

Utility	Estimated Cost
Bonneville Power Administration	$30,000.00
Umatilla Electric Coop. Association	2,200.00
Pacific Power and Light Company	2,500.00
Pacific Northwest Bell Telephone Company	3,000.00
Stanfield Irrigation District	35,000.00
Hermiston Irrigation District	25,000.00
Federal Aviation Administration	700.00
	$98,400.00

This office will transfer all costs on the above utilities incurred to date to the new prefix.

L. H. Young
Office Engineer

CRN:ia

cc: W. C. Ferguson, Resident Engineer
V. L. Gallagher
R. N. Chase
C. H. Maisch

RECEIVED
JUN 1 - 1967
FOR FILING

I 80N-5(27)187

Form CO-12 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 29, 1967

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(27)187
Stanfield Junction - Pendleton Section
Grading, Paving, Structures, and Signing

As requested in Mr. Young's letter of May 25, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of May 23, 1967 in the award of Contract No. 7017 to Rogers Construction, Inc., of Portland, low bidder in the amount of $7,137,753.75 at the May 11, 1967 bid opening.

6-1-67
REFERRED TO
Young
BY ASST. STATE HWY. ENGR

RECEIVED
MAY 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 25 1967
FOR FILING

I-82-1(-)...
7017

May 25, 1967

Stanfield - Pendleton Section

Bridge Number	
2439 A	Ditch Bridge
5210 A	Siphon Box
9314	Stanfield Junction Interchange
9568	Yoakum Interchange
9577	Echo Interchange
9578 9578 A	Nolin Overcrossing
9579	Rew Interchange
9584	Barnhart Interchange
9726	Signs
9748	Culvert

RECEIVED
MAY 26 1967
FOR FILING

Fred W. Hill, Member
Helix I . . 5(27)187

May 25, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of May 23, 1967, is requested in the award of contract for the Stanfield Jct. -Pendleton Section, Project No. I-80N-5(27)187.

The contractor receiving the award is Rogers Construction, Inc., of Portland, in the amount of $7,137,753.75, with Contract No. 7017 assigned. This bid was received on May 11, 1967, and awarded May 23, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

All rights of access, including utilities, to or from abutting property, are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceeding which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Following is the status for crossing permits:

Bonneville Power Administration, covered by State-wide agreement.
Pacific Power and Light, Permit Nos. are 11744 and X11745.

Pacific N. W. Bell, Permit Nos. are 11712 and X11713.
Stanfield Irrigation District, covered by agreement.
Hermiston Irrigation District, covered by agreement.
Federal Aviation Adm., moved off right of way.
Umatilla Electric Coop. Assn., estimate and sketch has been furnished your Department. Permit will be issued as soon as it is returned.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:la

RECEIVED
JUL 27 1967
FOR FILING

F SUN-5(27)187

7017

May 23, 1967

Bid Mar 11

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on May 17, 1967, accepted your proposal for grading, paving, structures and signing on the Stanfield Junction-Pendleton Section of the Old Oregon Trail in Umatilla County for the sum of $7,137,753.75 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7017. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin June 5, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures
bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
A. F. Parson
W. C. Ferguson
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
MAY 17 1967
FOR FILES
3-Pnd 3(21) 147
1017

Salem, Oregon 97310
May 16, 1967

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Stanfield Junction-
Pendleton Section

As the surfacing for this project will be the first slip-form paving performed in the state of Oregon, please assign the most competent inspectors to the work. Please also see to it that these inspectors and the resident engineer, and possibly other key members of his crew, are given out-of-state trips in either Washington, California or Idaho to spend some time on this type of construction.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

RECEIVED
JUN 7 - 1967
FOR FILING

I-80N-5(27)187
7017

Agenda
4i

Salem, Oregon
May 4, 1967

Mr. C. H. Maison
Controller
Accounting Division
BUILDING

Trust Agreement
Bonneville Power Administration
Stanfield Junction-Pendleton Section
Old Oregon Trail
Umatilla County

MISC. CONTRACTS and
AGREEMENTS No. 3337

Attached are two copies of a trust agreement between the State and Bonneville Power Administration which provides for relocation work to accomodate the construction and improvement of this section of the Old Oregon Trail.

A check of the appropriate amount should be prepared and forwarded with the trust agreements to Bonneville Power Administration. Please request that they sign, date and return one fully executed copy of the agreement to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att. (2)

cc: T. W. Litchfield

FORM L-123X 50M 7-66

RECEIVED
APR 27 1967
FOR FILING

T-XA/1-5(27)187
4-27

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 27, 1967

West Umatilla Soil Conservation District
1035 North First Street
Hermiston, Oregon

Attention Mr. Peter Meyers, Chairman

Dear Sir:

Referring to your letter of April 24, 1967, concerning a meeting about drainage on the Stanfield Junction-Reith Hill Section, 80N Highway in Umatilla County, please be advised that plans have been issued and the project advertised for contract.

Staking of culverts is handled by state engineering crews. The Division Engineer A. F. Parson with headquarters at LaGrande is in charge of the project with Resident Engineer William Ferguson assigned to direct supervision.

By copies of this and your letter, the Division is requested to arrange a meeting with you or your representatives to discuss your problems. I am sure you will receive consideration and installations staked with your needs in mind so far as good workmanship and the proper use of road user funds will permit.

Very truly yours,

F. D. MORGAN,
Construction Engineer

By
J. E. MORELOCK,
Chief Locating Engineer

JEM:nn
cc: F. B. Klaboe (with enc.)
A. F. Parson (with enc.)
W. C. Ferguson (with enc.)

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

WEST UMATILLA

Soil Conservation District

1035 - North First Street
HERMISTON, OREGON
April 24, 1967

Mr. J. D. Lorelock, Chief Locating Engineer
Oregon State Highway Department
Old State Highway Building
Salem, Oregon 97310

Dear Sir:

We wish you to meet with our [illegible] construction plans of interstate highway 80N between the Stanfield [illegible] near South Hill, and their relation to conservation farming in this area. Our next regular meeting will be May 23, 1967. To expedite this matter a committee was appointed to work with you at a special meeting date.

We are quite concerned about drainage of farmland adjacent to highway US #30 and what effect the new interstate 80N will have on drainage of the various water-sheds. On December 19, 1966 we wrote to you recommending culvert sizes we felt were minimum for unrestricted drainage of these water sheds. You responded by return mail on January 10, 1967 stating that "there is common agreement as to culvert sizes".

We are not satisfied with this information and wish more concrete evidence of plans providing for adequate drainage. Adequate culvert sizes alone will not provide proper drainage; but, as stated in our December 19th letter, adequate size culverts together with proper flowline grades and invert elevations will provide proper drainage.

Please contact our district as soon as possible and review these plans with us so that we might reassure farmers in this part of our district that drainage of their farmland will be properly handled.

cc: Robert C. Baum, administrative officer
State Soil and Water Conservation Committee

Sincerely yours,
Peter Meyers
Peter Meyers, chairman

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 - 1967
FOR FILING

FHWA-PR-22
(11-63)
(Pres. by
A.O. 300.10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(27)187

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
7017 Salem, Oregon

DATE: April 26, 1967

In reply refer to: 08-35.EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(27)187
Stanfield Jct.-Pendleton Section
Revised P.S. & E.

Revised P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to furnish these plans and specifications to prospective bidders for the postponed opening now scheduled for May 11, 1967.

Conditions regarding authorization to advertise as contained in our April 14, 1967 memorandum are still applicable. In addition, prior to our concurrence in award of contract, which includes adjustments of the facilities of the Stanfield and Hermiston Irrigation Districts, you shall furnish the necessary certification regarding these utility's real property interest as required by subparagraph 7 1.

5-1-67
REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 27 1967
FOR FILES

I-80N-5(27)197

7017

April 26, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, Oregon

Dear Sir:

We have your letter of April 14 which states that the plans for the Stanfield Junction-Pendleton Section of I-80N contains sign design material that is not covered under the AASHO Interstate Sign Manual.

Over the past few years we have had the problem of dealing with people who became lost and/or confused by signs, as well as the problem of justifying certain installations to District Judges who had had before them people who had been cited for violations and who, the judges were convinced, had been confused.

We have taken note of the developments at AASHO, and at WASHO, and at other meetings, to the end that our signing would be both effective and safe.

These were the reasons behind our proposing the things we did in the Stanfield Section. However, due to the lateness of the date, we can only accede to your mandate and have revised the items which you have declined to approve.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja mc
bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted]

477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 14, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(27)187
Stanfield Junction - Pendleton Section
Old Oregon Trail Highway

Federal regulations limit federal participation in the cost of relocating or reconstructing utilities to the cost of a facility which has the same capacity as the original facility. Therefore we must limit our participation in the Furnish Ditch Siphon to the costs of a siphon having the same capacity of the original siphon unless justified.

The signing of the interchanges include exit direction signs mounted on cantilever sign supports located about 200 feet ahead of the gore points. The use of overhead sign structures in this area meets only one of the warrants for overhead structures as set forth on page 11 of the AASHO Interstate Sign Manual. We do not believe that conditions in this area warrant the use of these cantilever sign structures therefore the signing for these interchanges should be changed to the conventional pattern for such an area with the exit direction sign ground mounted at the breakpoint of the offramp and the standard exit sign in the gore area. These signs should be mounted on breakaway sign supports, and the exit direction sign offset from the edge of the through traffic lanes.

4-20-67 Edwards

REFERRED TO
Morgan-Young
BY ASST. STATE HWY. ENGR

RECEIVED
APR -
TRAFFIC ENGINEERING

RECEIVED
APR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Sean
Upici
Ivan (initial)
Bud
Ed w/c

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 27 1967
FOR FILING
I-80N-5( )111
017

April 26, 1967

1616

Mr. James Hill, Jr.
Manager
Pendleton Grain Growers, Inc.
Post Office Box 1248
Pendleton, Oregon 97801

Dear Mr. Hill:

Re: Stanfield - Pendleton Section
Old Oregon Trail Highway
Umatilla County

This is in answer to your letter dated April 19 concerning right-of-way requirements at the New Elevator. Enclosed is a sketch showing our proposed right-of-way taking.

Evidently there has been an overlap of the mail service, because the right-of-way has been staked in the field and we have received a letter of approval from Russ McKennon, Assistant Secretary of the Pendleton Grain Growers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. F. Parson (Enc.)

DNS:jr srb

760

85' 45'

763+50 - 70'

RGG Sign

765+00 70'

Out 46

Pendleton Grain Growers B162 P151 B202 P105

Rcw Elevator

Remove

Install 15" Pipe 105'
1 Type D Inlet 1 End Section
Dr Exc 23 C.Y.

30'-18" Pipe In Place
Remove. Dr Exc 10 C.Y.

210' Sp.

767+00 12.5'

WB 767+31.8

P 767+31.8

PGG

PENDLETON GRAIN GROWERS, INC.

Main office at 1000 S.W. Dorion
P. O. Box 1248 • PENDLETON, OREGON 97801 • Area 503 276-7611

Mr. Fred Klaboe, Assistant Highway Engineer
Oregon State Highway Department
Salem, Oregon

April 19, 1967

Dear Mr. Klaboe:

I have enclosed a rough map as we estimated your proposed take line at our Rew elevator. This is a real tight situation but there is a good chance that it can work out allright.

We would appreciate your sending us an exact sketch as soon as you have it out, and then we would appreciate your engineers developing stakes that would show the actual location of your proposed taking. Once we see the actual stakes we can give you a quick decision.

In the event that I am not in the office, your people should contact Mr. Russ McKennon who is our Operations Manager. We appreciate your cooperation and help.

Sincerely yours,

PENDLETON GRAIN GROWERS, INC.

James Hill, Jr.
Manager

Enclosure
JH:gr

Staked in field
Rew Elev - this my letter
and as discussed
Sent map of line etc

Routing

RECEIVED
APR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DIVISION

HERMISTON BRANCH
895 First Place
Area 503 567-5591
P. O. Box 966
Hermiston, Oregon 97838

ATHENA BRANCH
Main and Fourth
Area 503 566-3545
P. O. Box 325
Athena, Oregon 97813

TWIN CITY BRANCH
217 E. Broadway
Area 503 938-5551
P. O. Box 408
Milton-Freewater, Oregon
97862

RECEIVED
APR 27 1967

Form CD-121 (11-63) (Pres. by F... A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(24)187

7017

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 24, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-80N-5(24)187
Stanfield Junction - Reith Hill Section

Please refer to Utility Liaison Engineer T. W. Litchfield's letter of April 14, 1967 which requests our approval of plan no. 6 involving the Stanfield and Hermiston Irrigation Districts' ditchriders road near station 1352+25.

It is our understanding that plan no. 6 involves the construction of turnarounds for the district's personnel and equipment, plus additional travel via the Stanfield Junction Interchange.

We concur with your proposal to proceed on the basis of plan no. 6, subject to the State securing the required number of appraisals and an appraisal review in accordance with your right of way policies and procedures. Monetary negotiations with the irrigation districts should be withheld until you can complete your appraisals and appraisal review.

We also request the State's certification that the irrigation companies have a compensable interest in eminent domain for the existing ditchriders crossing of US 30 by reason of holding the fee, and easement or other real property interest.

4-26-67

REFERRED TO
Litchfield - Young - Brockway
By Asst. State Hwy. Engr.

RECEIVED
APR 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID D. SIMPSON, MEMBER
PORTLAND

I-80N-5(27)187

7017

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 20, 1967

APPROVED DATE
A. W. Parsons, Division Engineer
Oregon Div., Bureau of Public Roads

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Re: Stanfield Jct. -Pendleton Section
Federal-Aid Project No.
I-80N-5(27)187

Reference is made to Mr. Williams' telegram of April 14 to Mr. Baird French in which he stated the treatment at the Rew Road on the subject-named project which would be acceptable to the Federal Highway Administration. The alternates were (1) a half-diamond interchange at Rew Road and a half-diamond at Yoakum Road, with a frontage road on the north side connecting them; and (2) full diamonds at Rew Road and Yoakum Road.

The State has elected to construct the full diamonds at Rew and Yoakum Roads for the following reasons:

1. On the basis of local public desire.

2. Valuable wheat land will not be taken out of production by the construction of the four legs at Rew Road, as would be taken out by the construction of the frontage road between Rew Road and Yoakum Road.

3. The use of both interchanges at these two points has the advantage of minimizing any wrong-way traffic movement off the ramps, while delivering a higher level of service. We are satisfied that in the instant case, the two interchanges provide a safer overall operation.

NOTED
F. B. KLABOE

4. The cost of the full interchanges as against the cost of the diamond interchanges with frontage roads is nominal.

Your approval of the proposed interchange plan is requested. Upon receiving your approval, we will incorporate the Rew Elevator Interchange into the plans for this project and this will be reflected in an amended P.S. & E.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F. B. Klaboe
Assistant State Highway Engineer

RECEIVED
APR 21 1967
FOR FILING

I-80N-5(27) 187

7017 Fred W. Hill, Member
Halls

April 20, 1967

AIRMAIL

The Honorable Wayne Morse
United States Senator
Room 209, Old Senate Office Building
Washington, D. C. 20515

Same letter to:

The Honorable Mark O. Hatfield
The Honorable Al Ullman

Dear Senator Morse:

During the design of the Stanfield Junction-Pendleton Section of Interstate 80N in Umatilla County, we were requested by the County Court and local ranchers to provide access to I-80N at both Yoakum Road and Rew Elevator Road.

Our request to the Bureau of Public Roads was that the minimum treatment should be a half interchange at each intersecting road connected by a frontage road. This is the so-called split diamond that has been referred to in previous correspondence.

We have been engaged in a long and tedious letter-writing contest with the Bureau re this matter. On a recent trip to Washington, I discussed this with Mr. George Williams, Chief of Engineering of the Bureau of Public Roads, and as a result of my presentation, the Bureau has approved a full diamond interchange at both Yoakum Road and Rew Elevator Road. Interested parties in the Pendleton area have been advised.

I want to express my sincere appreciation for your assistance in attaining this highly desirable objective.

Kindest personal regards,

Forrest Cooper
State Highway Engineer

cc The Honorable Raphael R. Raymond
Pendleton Grain Growers, Inc.
Umatilla County Owners and Operators
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
A. F. Parson

FBK:srb FC:fh

RECEIVED
APR 19 1967
FOR FILING
I-BON-5(27)187
7017

April 18, 1967

Mr. Charles W. Brooks
Executive Assistant, Oregon Office
of Senator Wayne Morse
706 U. S. Courthouse
Portland, Oregon 97205

Dear Mr. Brooks:

I have your letter of April 14 in which you refer to a letter from Mr. James Hill, Jr., Manager of the Pendleton Grain Growers, Inc., concerning an interchange at Rew elevator on I-80N.

We have been in controversy with the Bureau of Public Roads over this interchange and road connection for a considerable period of time.

On a recent trip to Washington, D. C., re another matter, I discussed this on April 13 with the Chief of Engineering of the Bureau of Public Roads, Mr. George Williams, and apparently convinced him that the State's plan was the one to be built. This is also the plan which the Pendleton people indicated was acceptable to them. On April 14, the Washington office of the Bureau of Public Roads notified us that it was approving our request; therefore, the matter seems to be settled.

I am returning your correspondence as requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn
Enc.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
A. F. Parson

RECEIVED
APR 11 1967
FOR FILING

I-205-5 (37) 187

10.17

March 24, 1967

Umatilla County Court
County Courthouse
Pendleton, Oregon 97801

Gentlemen:

Reference is made to your letter of March 15 addressed to the Oregon State Highway Commission concerning the desirability of constructing a split diamond at the Raw Elevator Road and Yoakum Road in Umatilla County.

As you know, the State Highway Department has on several occasions requested the Bureau of Public Roads to approve such a plan. In every case, our request has been denied.

Notwithstanding this, we have again requested the Bureau's consideration of your proposal. A copy of this letter was forwarded to you recently.

As soon as we receive the Bureau's decision on this matter, interested parties will be notified.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc The Honorable Wayne Morse
The Honorable Mark O. Hatfield
The Honorable Al Ullman
The Honorable Raphael H. Raymond
Pendleton Grain Growers, Inc.
Umatilla County Owners and Operators Committee

Highway Commission
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson

FBK:srb fn

PGG
PENDLETON GRAIN GROWERS, INC.
Main office 1000 S.W. Dorion
P. O. Box 1248 • PENDLETON, OREGON 97801 • Area 503 276-7611

March 17, 1967

The Honorable Al Ullman
107 House Office Building
Washington, D. C. 20025

Dear Congressman Al:

We have been in close touch with Ron Ahern of your office relative to the serious interchange problems that we have at our Rew elevator in connection with the four lane interstate 80-N. I have attached copies of letters that give the current background on this problem.

In addition, I have enclosed two maps. The plan map shows the present plan which is unsatisfactory because there is no access road from Yoakum corner to the elevator, and this is the corner that originates the heavy volume of business at our elevator. The best solution is the split diamonds, and the Bureau of Public Roads opposes this on the basis of safety factors. We have discussed this many times with the State of Oregon engineers in various capacities and they do not agree with the Bureau on the safety matter in this situation. They feel that the split diamonds are a very good solution to the problem. The acceptable alternate would work, but we feel very strongly that the Bureau of Public Roads should authorize the connecting frontage road and not try to shift this burden back onto the State of Oregon, which then tries to shift it on to Umatilla County. Umatilla County has to rebuild numerous roads in that vicinity anyway because access is shut off to the highway that our farmers formerly used as a market road. The second map is a road map that shows the County roads and the approximate percentages of grain origin for 1966. In the case of the grain that originates west of the elevator on both the north and south sides of the road, the past pattern has been for that grain to get on highway 80, (old 30), and come into the elevator. To the west of the elevator under the new deal there will not be a full interchange any closer than Echo junction, which is so far removed from the elevator that it is of no use to the growers to come to the elevator. Hence, the growers must use a round about county roads to get up to the elevator and these are the roads that the County will now have to turn around and substantially improve and make them good market roads.

HERMISTON BRANCH
895 First Place
Area 503 567-5591
P. O. Box 966
Hermiston, Oregon 97838

ATHENA BRANCH
Main and Fourth
Area 503 566-3545
P. O. Box 325
Athena, Oregon 97813

TWIN CITY BRANCH
217 E. Broadway
Area 503 938-5551
P. O. Box 408
Milton-Freewater, Oregon
97862

PENDLETON GRAIN GROWERS, Inc.
PENDLETON, OREGON

We would appreciate your office coordinating this matter with Senator Morse's and Senator Hatfield's office so that we have a coordinated effort on the Bureau. We are in the process of getting a letter from the State of Oregon Highway Commission to the Bureau on this matter. We expect them to write this letter the first of next week and we will get you a copy just as soon as possible.

Thank you very much for your assistance which is certainly needed, and we will be in touch with Ron Ahern the first of the week. Best personal regards.

Sincerely yours,

PENDLETON GRAIN GROWERS, INC.

James Hill, Jr.
Manager

JH:gr
cc: Senator Wayne Morse
Senator Mark Hatfield
Judge D. R. Cook, Umatilla County Court
Ronald Rew, Co-chairman, Road Committee

Enclosures: Copy of PGG letter to State Highway Commission
Copy of Umatilla County Court Letter to State Highway Commission
Copy of Farm Road Committee letter to State Highway Commission
Copy of Crandall letter of 11/22/66
Road map and Plan map

RECEIVED TO
admin

March 16, 1967

Oregon State Highway Commission
Salem, Oregon

Re: Highway 80-N between Pendleton, Oregon and Stanfield Junction, Oregon

Gentlemen:

We have had the opportunity to examine the latest proposal of the Oregon State Highway Commission in regard to the above contemplated construction and we wish to respectfully call to your attention the planned construction's effects on the marketing and the transportation of grain from Pendleton Grain Growers elevators.

You will note that the plan of construction calls for no access to or from the County road to Highway 80-N at Pendleton Grain Growers elevator, and no traffic from County road #265, sometimes known as Yoakum market road, to Pendleton Grain Growers elevator on said highway or parallel to said highway. In order that the importance of this access can be more clearly called to your attention, I think a short history of its construction would be relative. Shortly after the original construction of this highway (#30), and as a result of increased barge traffice on the Columbia River, the farmers in the area, by the purchase of Preferred Stock in the Pendleton Grain Growers, induced Pendleton Grain Growers, a completely farmer owned cooperative, to construct the facility now known as Rew elevator. This elevator allowed grain to be assembled from the combines and hauled by truck and barge to Portland, Oregon for domestic and export consumption, and materially contributed to the efficiency of transportation and marketing of the wheat and barley grown in the area. So widely utilized has this facility become that it is the only public warehouse for both assembly and storage for at least eleven miles in any direction and for many more miles in most directions. This facility was constructed on this particular point because of its ready access to Highway 30, now Highway 80-N, and from there to the Columbia River and ports to the world.

The affect of the plan now proposed for construction of Highway 80-N in its denial of access is that grain destined for market from this facility must be transported four miles further to market necessitating a round trip additional of eight miles. This four mile additional transportation does not increase its position in the market flow value as it only returns the grain to within twenty feet of where it originated. This unnecessary cost is one borne by all of the farmers using this elevator to ship their grain to market.

We respectfully submit that this is different from the normal case of access to a highway being denied to an individual based on the concept that no individual has a vested right in such access. Here we have a substantial part of the body politic whose entire marketing system is being disrupted by an arbitrary decision of government to further burden that portion of the people's opportunity to compete for a livelihood. This method of marketing, raised to its most efficient level, has evolved through the contribution of the investment of the people of the State of Oregon to increase the general economy and the investment of the people in the area in reliance on their right to use this highway to market their goods.

Briefly, our contention is that when a major highway of the State of Oregon is being converted from the type of use and the access to use as contemplated by the people at the time of its establishment, great care must be exercised to protect uncompensable rights in the people of the state at the time of this change.

We therefore recommend, as we have previously recommended, a one-half interchange at the intersection of county road #265, sometimes known as Yoakum market road, with Highway 80-N and a one-half interchange at Umatilla County market road #300 connected by a frontage road on the north side of Highway 80-N. If, however, this is completely impossible, we recommend at least the establishment of a frontage road between the presently contemplated overhead crossing at Umatilla County road #300 and a full interchange at Umatilla County road #265.

Sincerely,

RECEIVED
MAR 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Ronald Rew

Ronald Rew
Mrs. P. J. Rohde

Mrs. P. J. Rohde
Co-chairman of the Umatilla County
Owners and Operators Committee

cc: Senator Wayne L. Morse
Senator Mark Hatfield
Representative Al Ullman
Umatilla County Court
Pendleton Grain Growers, Inc.
A. W. Parsons, Bureau of Public Roads, Salem, Oregon

RECEIVED
MAR 17 1967
OREGON
STATE HIGHWAY COMMISSION

PGG
PENDLETON GRAIN GROWERS, INC.
Main office at 1000 S.W. Dorion
P. O. Box 1248 ● PENDLETON, OREGON 97801 ● Area 503 276-7611

REFERRED TO
admin

March 16, 1967

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Present proposed interchange plans for Highway 80-N in the vicinity of our Rew grain elevator will not adequately serve the established grain storage and marketing patterns of the area and will damage our Rew elevator business.

In all discussions we have ever held with your people, on local or state levels, it was always agreed that our Rew grain elevator needed access to cross 80-N at the elevator (County road 300), and needed to have a frontage road from the elevator to Yoakum road in order to adequately serve as an area grain storage and marketing service.

As a result of these discussions and conferences, there was unanimous agreement by our farmers Road Committee, Umatilla County Court, State Engineers, and ourselves that the best answer to the problem was a split diamond at Rew elevator and a split diamond at Yoakum road with connecting frontage road between the split diamonds. This plan solved the need of year round traffic access at Yoakum and solved our grain receiving and shipping problem at Rew elevator. The State Highway Commission supported the split diamond program but the Bureau of Public Roads turned it down.

The next we learned was that apparently the Bureau of Public Roads said there were two alternatives open to the State and Umatilla County. One was full interchange at Yoakum with frontage road to Rew elevator but no crossing of 80-N at elevator. The other was crossing at elevator and full interchange at Yoakum but no frontage road from Yoakum road to elevator. Either of these alternatives would drastically hurt our business and would disrupt the grain storage and marketing program of this area and neither one by itself is the fair and reasonable answer.

We propose to take this matter to Washington, D. C. and would appreciate your re-opening the problem by sending a strong statement to the Bureau in favor of the split diamond solution. If it is not possible to get Bureau approval, then an alternative would be for the Bureau to approve the frontage road as a part of the Yoakum interchange - Rew elevator overpass package.

HERMISTON BRANCH
895 First Place
Area 503 567-5591
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Athena, Oregon 97813

TWIN CITY BRANCH
217 E. Broadway
Area 503 938-5551
P. O. Box 408
Milton-Freewater, Oregon
97862

CONTINUATION SHEET

PENDLETON GRAIN GROWERS, Inc.
PENDLETON, OREGON

You can be assured that our Umatilla County interests are united on split diamonds as the best answer. We appreciate your consideration and support.

Sincerely yours,

PENDLETON GRAIN GROWERS, INC.

James Hill Jr.

James Hill, Jr.
Manager

JH:gr
cc: Senator Wayne Morse
Senator Mark Hatfield
Congressman Al Ullman
Judge D. R. Cook, Umatilla County Court
Ronald Rew, Co-chairman, Road Committee

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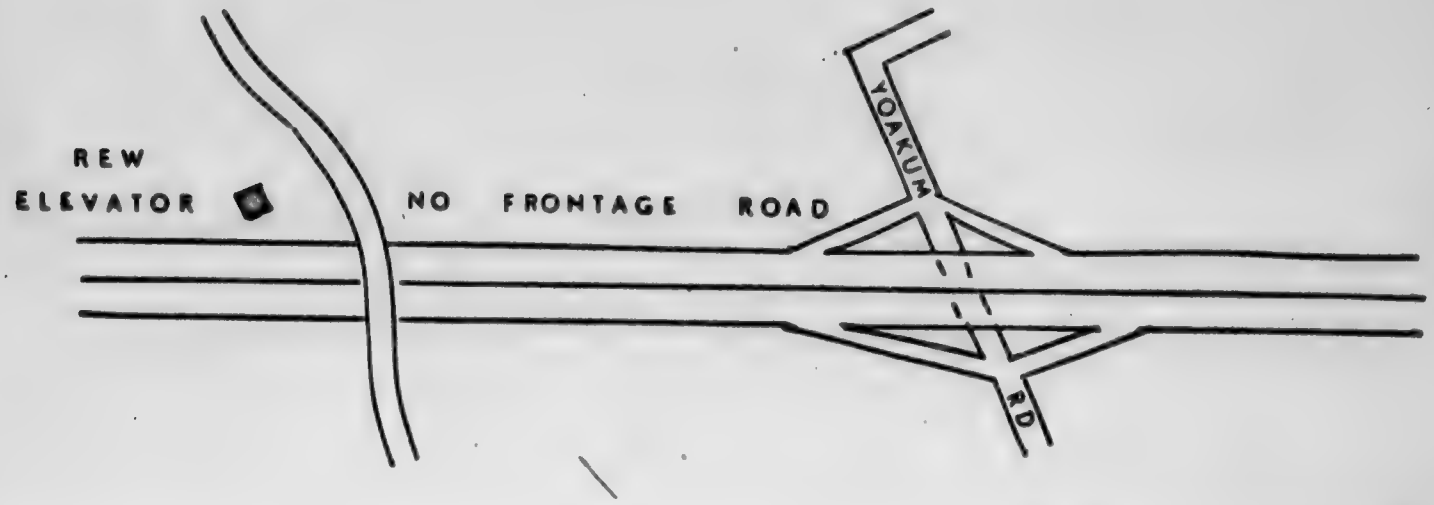
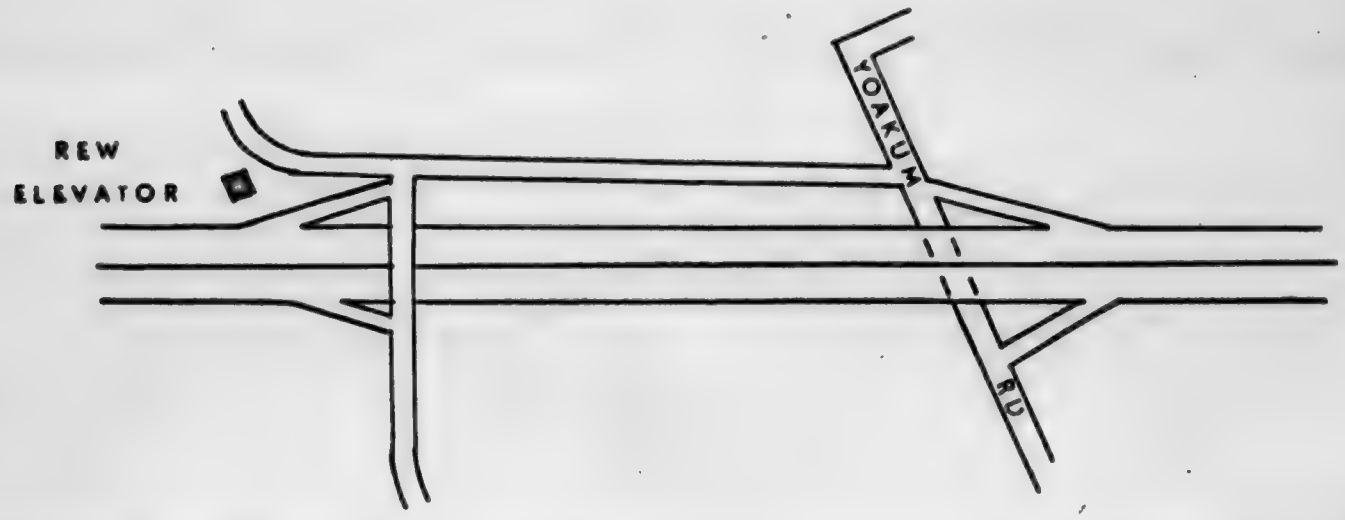
MAR 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1967
OREGON
STATE HIGHWAY COMMISSION

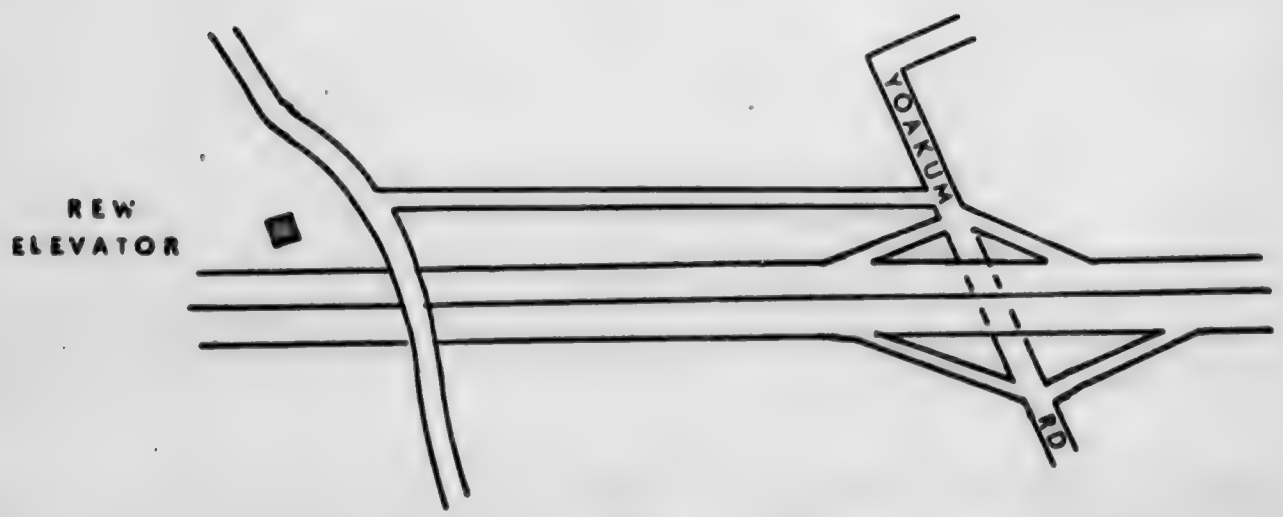
PRESENT PLAN - UNSATISFACTORY



BEST SOLUTION

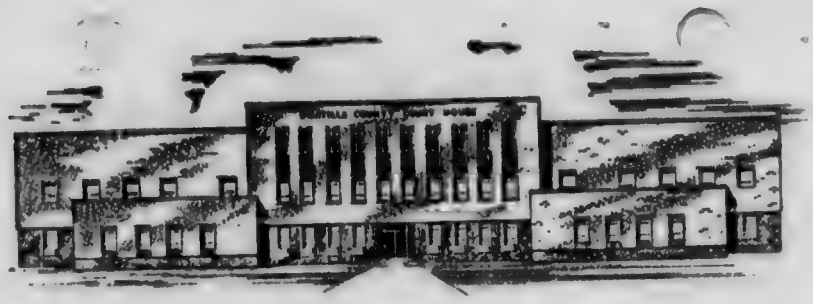


ACCEPTABLE ALTERNATE



G. R. COOK, County Judge

COMMISSIONERS
[redacted]
WALTER A. HOLT
Raymond E. Rees



UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON 97801

March 15, 1967

REFERRED TO
admin

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

We are writing to you concerning the Yoakum Road Interchange on Highway 80-N and access problems to Rew elevator.

From the beginning our major problem on this section of road was the proper location of interchange and accesses in order to serve Pendleton Grain Growers Inc. Rew station grain elevator and also serve the main year-round traffic which uses Yoakum Road intersection. The solution to all interests in the County was the split diamond at Rew elevator. You people supported this logical solution but the Bureau of Public Roads turned it down.

When this happened our farm people made strong representation that the full interchange had to be at Yoakum Road because this served the year-round traffic and because a high percentage of wheat delivered to the PGG Rew elevator came via Yoakum intersection. It was the understanding of these people and a definite part of the proposal that there would be a frontage road from the Yoakum Interchange to the Rew elevator. Pendleton Grain Growers, Inc. was not totally

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MAR 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 17 1967
3 PM OREGON
STATE HIGHWAY COMMISSION

happy with this stand because all of the grain which goes to market from the elevator moves westward and hence, the Yoakum interchange with frontage road meant 4 extra transport truck miles on the 225,000 to 300,000 bushels of grain shipped out of Rew elevator annually.

When we discussed this Yoakum Interchange with frontage road to Rew elevator with you people, we were advised that the Bureau of Public Roads said we could have our choice of (1) full interchange at Yoakum Road with frontage road to Rew elevator, but no overpass at Rew, or (2) full interchange at Yoakum Road and overpass at Rew elevator but no frontage road from interchange to elevator.

There has to be an overpass at Rew elevator to keep that County road open to serve our farm people and Rew elevator. So under pressure from the farm people at Yoakum crossing and as a means of trying to get this settled we agreed to the Yoakum Interchange and the Rew elevator overpass with understanding Umatilla County would try and do the frontage road which has to be done.

Now the situation is this. Umatilla County finds that we are going to have to build good market roads on both sides of 80-N west of Rew elevator in order to maintain the grain handling and marketing patterns which formerly used Highway 80 as a main market road. The demands for these roads and other demands thrown on the County from Highway 80-N problems, place us in a financial position that we should not assume and guarantee the obligation of the frontage road from Yoakum Intersection to Rew elevator. Therefore, we are asking that the State of Oregon and the Bureau of Public Roads reconsider this problem.

As far as we are concerned, the logical and simple answer is the split diamond at Yoakum Road the split diamond at Rew elevator with

the frontage road connecting. This solves every problem most efficiently. This is what we recommend and we are solidly for.

The present plan is not a fair solution. There has to be a frontage road from Yoakum corner to Rew elevator. If the Bureau will not accept the split diamond solution, then the Bureau should put in the frontage road.

We will cooperate with you towards a solution.

Sincerely,

UMATILLA COUNTY COURT

County Judge

County Commissioner

County Commissioner

UCC:ak

cc: A. W. Parsons, Bureau of Public Roads, Salem
Honorable Al Ullman
Honorable Wayne Morse
Honorable Mark Hatfield
Pendleton Grain Growers
Ron Rew, Chairman, Stanfield Junction - Pendleton 80N - Road

November 22, 1966

Mr. F. B. Crandall
State Highway Department
Salem, Oregon

Attention: Mr. John Hanks

Gentlemen:

You have asked about wheat traffic counts at our Rew elevator with particular emphasis on the peak movements.

We went back through our records and on the basis of a ten year average, we find that 1579 farm truck loads of wheat come into the Rew elevator during the harvest season of July - August period. These same trucks return from the elevator empty back to the farms, so during that harvest movement there are 3,158 farm truck movements at the elevator during the July-August season.

In addition to the farm truck movements, we will have our large grain truck and trailer units working through that interchange area to serve the Rew elevator and also farm storage facilities in the general area. There will be approximately 470 trips of large semis or truck and trailers using that interchange in a years' time. Likewise, that will be coming in empty to pick up a load and going out loaded, so there again, it is doubled movement.

On the farm truck movement at harvest time we estimate that 55% to 60% of this movement will come from the south side of the highway and the balance will come in from the north side. In the case of the large transport movements, these trucks will come into the area from the west and will go out and head for the west where most of them terminate at Umatilla elevator, Umatilla area.

You have asked the maximum number of loads that might occur in a peak twenty four hour period. Our estimate is that there could be 200 trips in and 200 trips out in a maximum twenty four hour period. This would undoubtedly occur in the July - August period.

As far as we know the exact location of the interchange has not been determined, but will be someplace between Yockum Road and the PGG elevator road. We are very interested in having this interchange as close to our PGG elevator at Rew as possible because of the added cost of mileage travel of our farm grain trucks and our company large transport haulers in the event that the interchange is located at Yockum Road.

The Yoakum Road interchange would add four miles onto every grain trip that comes into Rew elevator and this would continue from now on. This cost, therefore, becomes substantial.

If there is any further information you need, please let us know.

Sincerely yours,

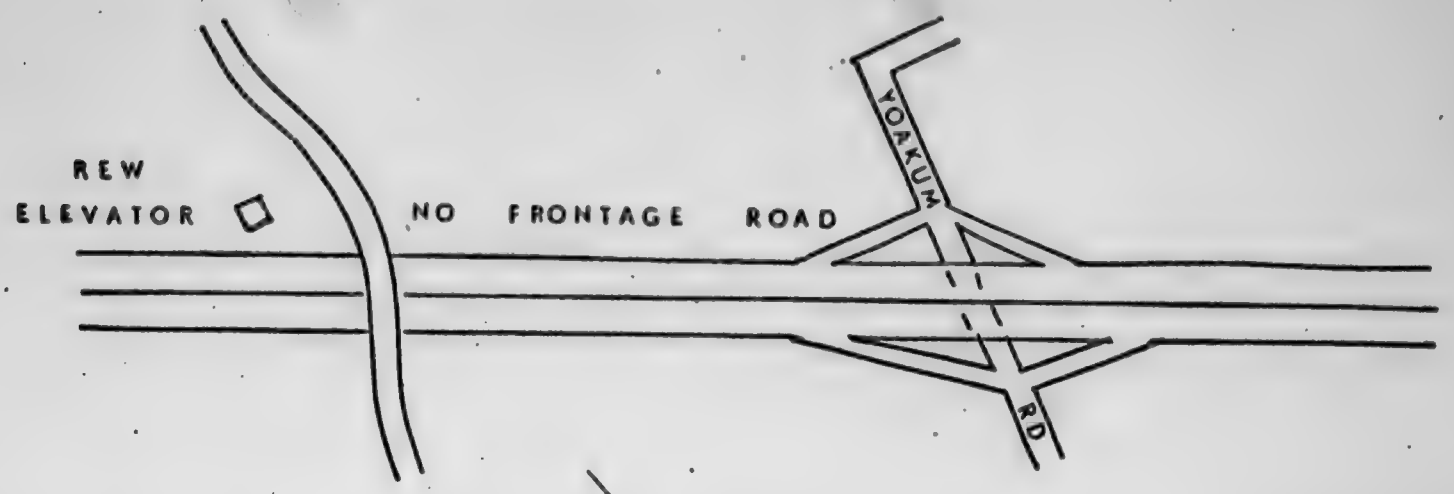
PENDLETON GRAIN GROWERS, INC.

James Hill, Jr.
Manager

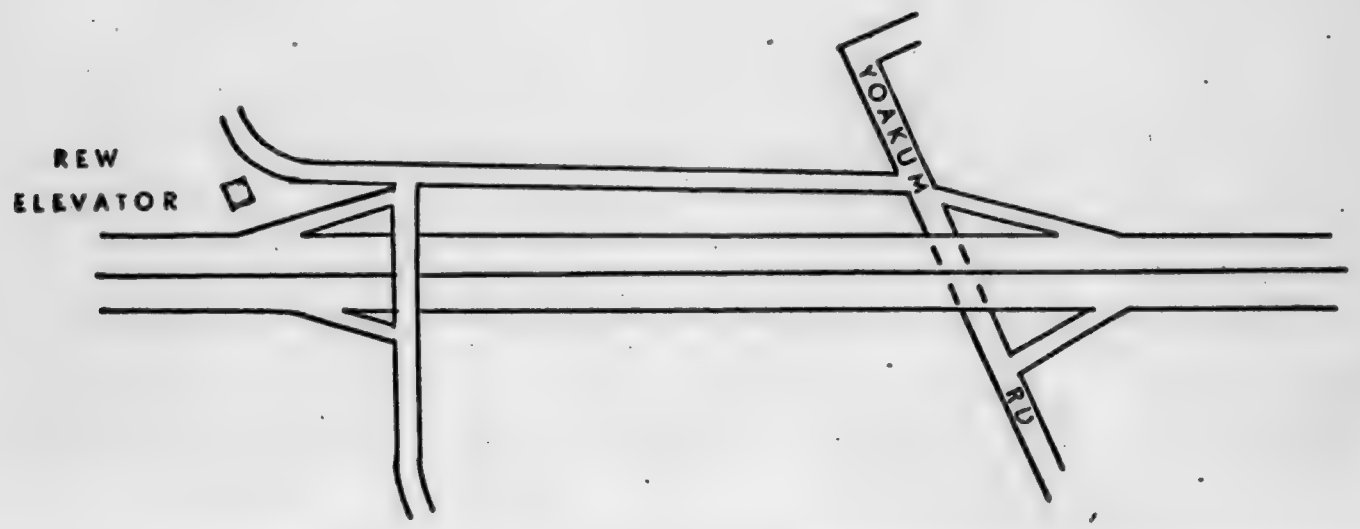
JH:gr
cc: Mr. A. F. Parson
Division Engineer
Oregon State Highway Department
P. O. Box 850
La Grande, Oregon 97850

James R. Smith, PGG Warehouse Superintendent

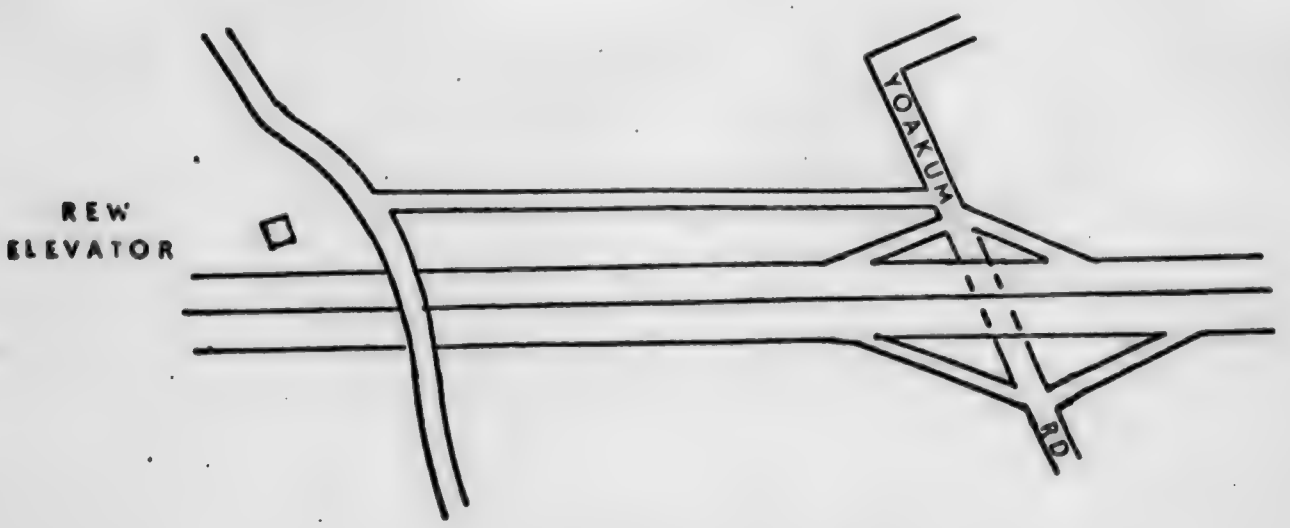
PRESENT PLAN – UNSATISFACTORY

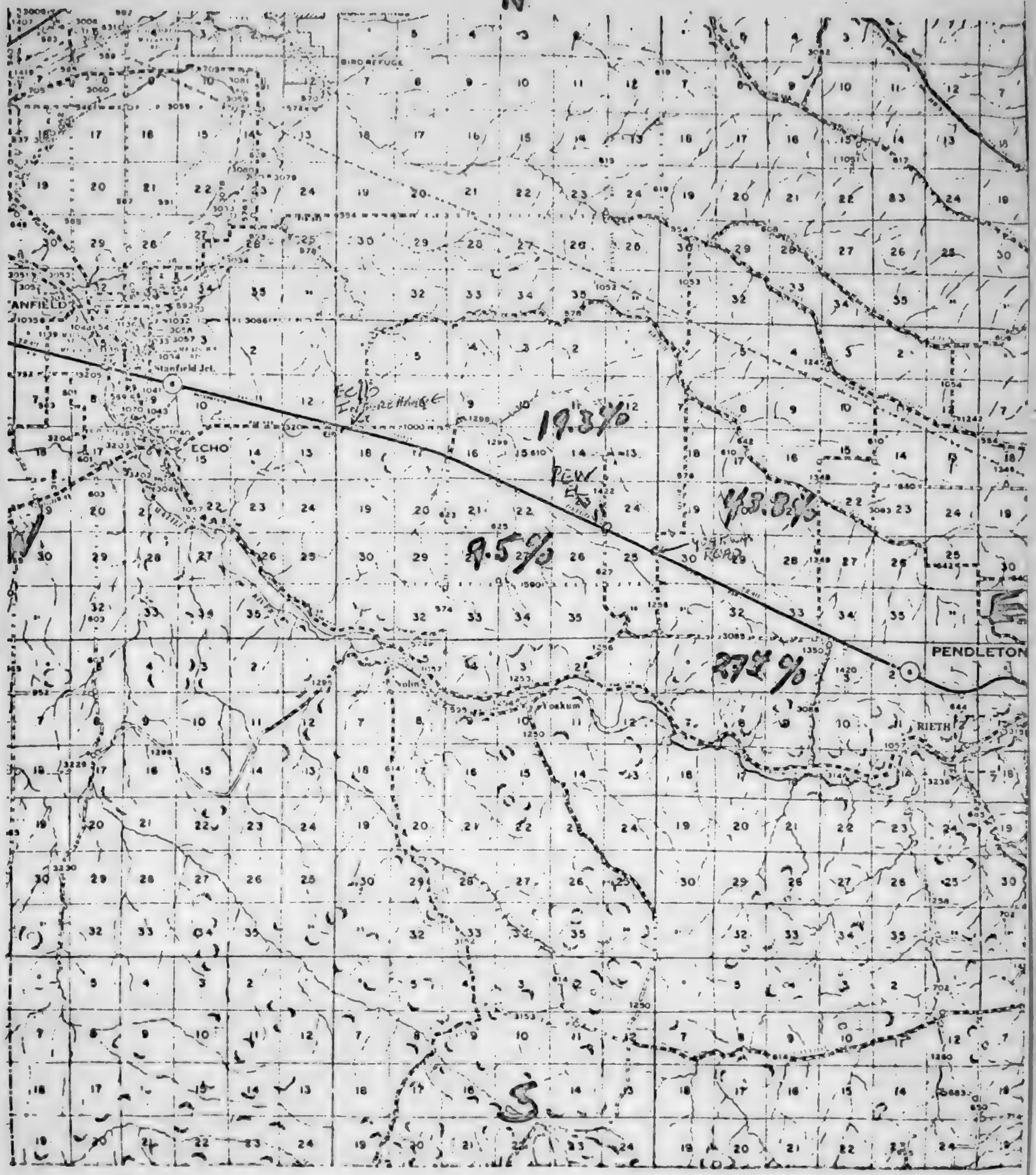


BEST SOLUTION



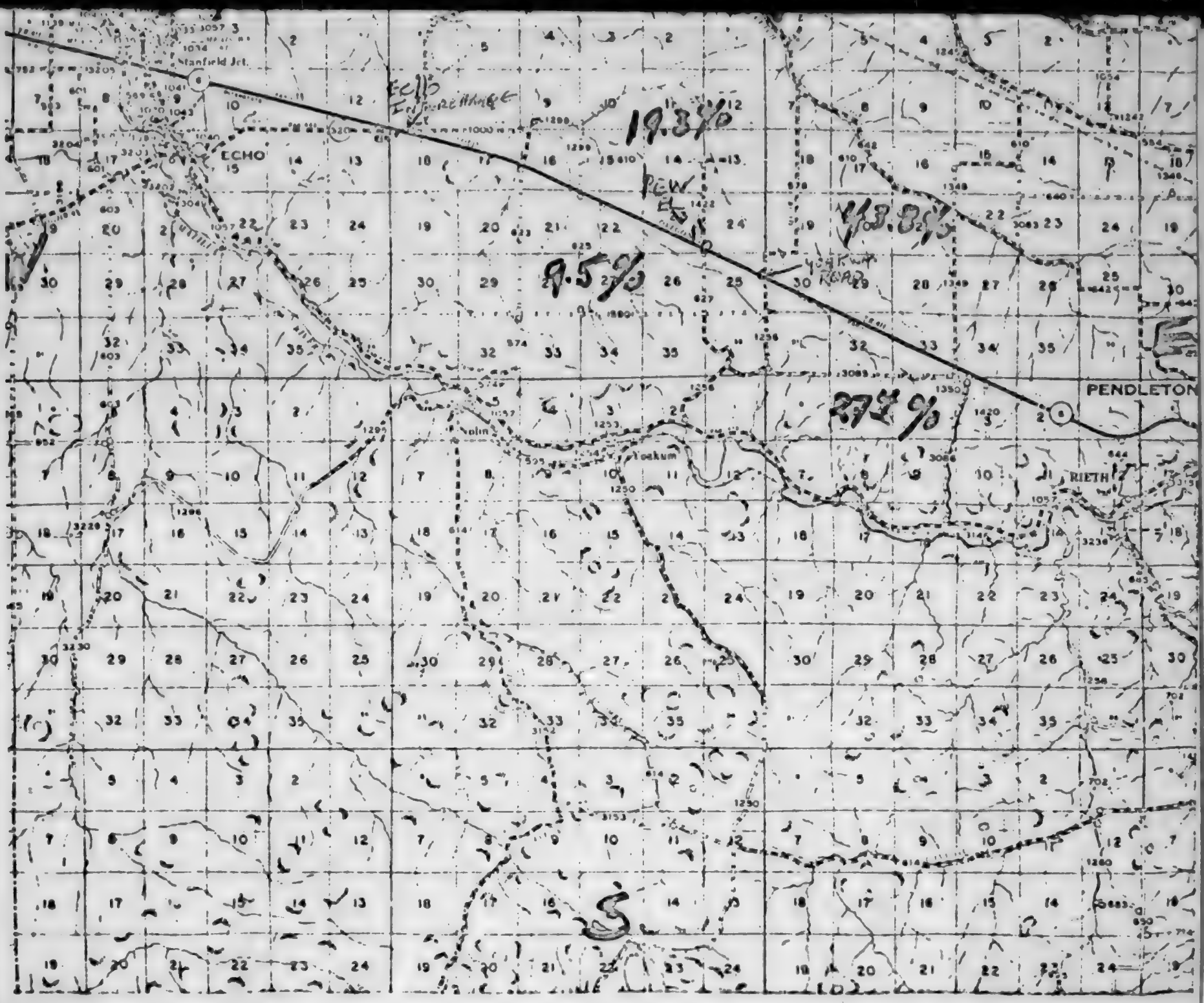
ACCEPTABLE ALTERNATE





REW ELEVATOR 1966 CROP ORIGIN DISTRIBUTION

NORTH WEST AREA TO REW EL CROSSING	36673	BUSHELS -	19.3 %
SOUTH WEST AREA TO REW EL CROSSING	17484	BUSHELS -	9.5 %
NORTH EAST AREA TO YOAKUM CROSSING	83305	BUSHELS -	43.8 %
SOUTH EAST AREA TO YOAKUM CROSSING	52054	BUSHELS -	27.4 %
	190516	BUSHELS	



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SOUTH EAST AREA TO YOAKUM CROSSING	52054	BUSHELS -	27.4 %
TOTAL FARM DELIVERIES	190 016	BUSHELS	
TRANSFERRED IN BY LARGE TRANSPORTS FROM EAST ON HIWAY 80N (OLD 30)	23282	BUSHELS	
TOTAL HANDLE AT REW EL.	213298	BUSHELS -	

THIS 213,298 BUSHELS [illegible] GOES WEST ON HIWAY 80N (30)
BY MEANS OF [illegible]

RECEIVED
APR 20 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred Hill, Member
Helix
7017

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 17, 1967

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

Attention: Hon. D. R. Coo

Gentlemen:

Herewith are three copies of a supplemental throughway agreement pertaining to the Stanfield Junction-Rieth Hill Section of the Old Oregon Trail, Highway I-80N, in Umatilla County. This agreement revises the original agreement of December 19, 1966, to include a full diamond interchange at Rew Road and at Yoakum Road.

We realize this matter has been of considerable concern and sincerely hope it may be resolved by execution of this agreement. Please consider the agreement contents, and if you approve, sign two copies, have the clerk attest and seal them, and return both signed copies to this office. After certification by the Highway Commission secretary, a fully executed copy will be returned for your records.

It is our intention to accept bids on this section at the May 4 bid letting; therefore your earliest consideration is requested.

Please feel free to call on this office if any questions arise pertaining to this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

DNH:mm
Att.
bcc: Forrest Cooper
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
A. F. Parson/with attachments

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I-80N-5(27) 187
7611

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 17, 1967

SUBJECT: Stanfield to Pendleton Section, I-80N

To: Memo to the Files

We were informed by the Federal Highway Administration that they would approve the split-diamond with a connecting frontage road for Rew and Yoakum Roads. They also advised us that, if we desired, they would approve a full interchange at each of these two locations but, of course, without any frontage road connecting thereto.

I have discussed this matter with personnel in the Highway Department and it was our unanimous opinion that, all things considered, the full diamond interchange at each of the two locations was preferable.

I then contacted Judge Sam Cook and advised him of the two alternates. Judge Cook discussed the matter with James Hill who is Manager of the Rew Elevator Company and later called me and advised me that the County was very pleased with the news and that they would like to have the full interchange at each of the two locations.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
Ivan Merchant
D. H. Moehring
H. S. Cox
L. H. Young

April 14 - 10:30 a.m.

Telephone message from Geo./Williams

He says that he sent a wire to Mr. French today re the Rew Road-Yocum Road near Pendleton that will give you all you wanted and maybe more per your discussion with him on April 13. He dictated the contents to me but asked that you not transmit them to Mr. Parsons before Mr. French does.

"Re State's request for design per its March 20 letter to Division Engineer forwarded to us your memo March 31. Based on review of information presented to us on this case of action taken on Oregon Project I-5-2(47) discussed with State Highway Engineer in Washington on April 13, it is found judicious to approve a design which the State considers will operate safely. Accordingly Division Engineer may approve the design proposed by the State for half-diamond interchanges at Rew Road and Yocum Road plus a connecting frontage road on north side of I-80N with full FAI participation. In addition, Division Engineer may approve an alternate design for full diamond interchanges at both Rew Road and Yocum Road without a connecting frontage road with full FAI participation, provided such costs are reasonable

NOTED
F. B. KLABOE

and the State will record that such a design will be safer in overall operation than the design it has recorded."

fn

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APR 21 1967

I-80N-5(27)187

FOR FILING

Form GD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

7017

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted] DEPARTMENT OF COMMERCE
[redacted] BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 14, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

(5584)

SUBJECT: Oregon Project I-80N-5(27)187
Stanfield Junction - Pendleton Section
Old Oregon Trail Highway

Federal regulations limit federal participation in the cost of relocating or reconstructing utilities to the cost of a facility which has the same capacity as the original facility. Therefore we must limit our participation in the Furnish Ditch Siphon to the costs of a siphon having the same capacity of the original siphon unless justified.

The signing of the interchanges include exit direction signs mounted on cantilever sign supports located about 200 feet ahead of the gore points. The use of overhead sign structures in this area meets only one of the warrants for overhead structures as set forth on page 11 of the AASHO Interstate Sign Manual. We do not believe that conditions in this area warrant the use of these cantilever sign structures therefore the signing for these interchanges should be changed to the conventional pattern for such an area with the exit direction sign ground mounted at the breakpoint of the offramp and the standard exit sign in the gore area. These signs should be mounted on breakaway sign supports, and the exit direction sign offset from the edge of the through traffic lanes.

4-20-67

REFERRED TO

By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~

477 Cottage Street, NE
Salem, Oregon 97301

~~Form CD-12~~ UNITED STATES GOVERNMENT
(1-52)
(Pres. by A.O. 2[illegible])

Memorandum

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 14, 1967

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
~~Salem~~, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(27)187
Stanfield Jct.-Pendleton Section
Grading, paving, structures and signing

P. S. & E. documents for the subject project are hereby conditionally approved with the understanding that you will make any changes found necessary upon completion of our review. You are authorized to advertise the project for bids to be opened on May 4, 1967. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that relocation advisory assistance has been offered as indicated in Mr. Moehring's March 29, 1967 report but the 30 right of way and/or utility parcels needed for the improvement have not been obtained. We understand that the 30 files are being negotiated but, if not successful, condemnation suits will be filed prior to the bid opening with the expectation that these parcels, with the possible exception of those involved in the Rew-Yokum road access provisions covered subsequently herein will be made available for occupancy and contractor's use or the project will be withdrawn from the letting.

In addition, our authorization is with the understanding that your proposal for solution of the ditchrider's road problem involving the Stanfield Irrigation District and Hermiston Irrigation District, near Station 1353+00, is submitted for our review and approval prior to the bid opening. In the event that a monetary settlement is contemplated, appraisals and an appraisal review will be required in accordance with the State's approved policies and procedures.

Authorization to proceed with utility adjustments included in Project I-80N-5(26)187 has not been issued since the plans and estimates therefor have not been furnished. However, it will be necessary for you to certify that arrangements have been made for proper coordination of such work in your request for concurrence in award. In addition, in accordance with the provisions of subparagraph 15d of PPM 30-4 and prior to your request for concurrence in award, you should furnish this office the permits for the following utilities:

(more)

4-25-67
Edwards.
REFERRED TO
Young - Bragan - Cf
Wilson.
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Bonneville Power Administration
Umatilla Electric Coop. Association
Pacific Power & Light Co.
Pacific N.W. Telephone Co.
Stanfield Irrigation District
Hermiston Irrigation District

Our conditional approval of the plans is with the understanding that changes in the design will be made as follows:

1. In accordance with Mr. Klaboe's March 20, 1967 letter regarding a revision in Rew-Yokum Road provisions for access, either your proposal for a split diamond or an alternative design for two full diamonds without a frontage road, may be approved with full FAI participation. Prior to your issuing a revision letter including revised plans to bidders on this matter you should obtain our formal approval of the revised plans for the alternative you select and if you select the two full diamond interchange design you should provide information indicating that costs therefor are reasonable and justification that such a design will be safer in overall operation than the revision in design which you recommended.

2. Standard drawing 2094 and Sheet S-14:
Two methods are indicated for the end treatment of guardrail. The differences between these two plan sheets should be resolved. This office recommends that the end treatment as indicated on Sheet S-14 be utilized throughout this project. Standard drawing 2094 indicates that there should be an opening in the rail near the structure. This is contrary to present installation practices and should be eliminated. The guardrail detail adjacent to the bridge end on this sheet conflicts with the details shown on Sheets 22701 and 22702.

3. The concrete pavement should be cut off to leave a space for the impact slabs on the W.B. structure over the Umatilla river.

4. By a separate memorandum of this same date we are advising you that the use of overhead sign structures is not warranted. Appropriate changes in design will be expected.

The plan siphon for the Furnish Ditch has a greater capacity than the original structure. As also indicated in a separate memorandum of this same date PPM 30-4 limits our participation in the costs of relocating or reconstructing a utility to the cost of a facility functionally equal to facility being replaced. Therefore, unless additional justification indicates otherwise we must limit Federal participation to the costs of a siphon having the same capacity as the original siphon. It is understood the difference in costs would be about $8,200.00.

The following revised Supplemental Standard Specifications are

(more)

conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 1 - Earthwork	March 1967
Division II - Part 2 - Bases	March 1967
Section 204 - Plant-mix stone base	March 1967
Section 208 - Plant-mix bituminous base	March 1967
Division II - Part 3 - Surfacing & pavements	March 1967
Division II - Part 4 - Structures	March 1967
Division II - Part 5 - Signing	March 1967
Division II - Part 7 - Incidentals	March 1967
Section 520-A - Painted wood sign posts	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

You are authorized to proceed with the contractor's flagging included in your estimate for $15,000.

Our April 4, 1966 memorandum indicated our acceptance of your selection of the use of continuously reinforced PCC pavement based on the information submitted with Mr. Klaboe's March 4, 1966 letter.

Mr. Young's April 10, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachments

RECEIVED
APR 20 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 14, 1967

Mr. A.W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, Oregon

Re: Justification for Ditch Riders Road
at approximate Station 1352+25
Stanfield Jct.-Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(26)187

Dear Sir:

On March 31, 1967 the following data was handed to your Mr. C.J. Mathias concerning this subject:

1) One copy of Mr. Allen's justification dated February 27, 1967.

2) One copy of a sketch map prepared by our Rural Section showing the area and the routes involved.

3) One copy of a schedule furnished by the First National Bank of La Grande showing the current interest rates on treasury bonds and notes.

4) Plans 1 through 6 for providing a means for the district's personnel and equipment to cross the freeway at or near their ditch crossings. Tabulated below are estimated costs of the above-mentioned proposed plans:

Plan 1	$ 143,431.00	
Plan 2	135,604.00	
Plan 3	115,555.00	
Plan 4	93,065.00	
Plan 5	45,785.00	for construction costs
	42,243.00	severance damages to the district
Total	88,028.00	

Plan 6	$ 46,633.00	for construction costs
	42,243.00	severance damages to the district
Total	88,876.00	

Plans 1 through 3 were furnished for your information and review. We discarded them due to excessive costs. Plan 4 involved a 14 x 14 box culvert with 10 per cent grades on either end of the ditch riders road. This grade was unacceptable to the Hermiston District. Plan 5 involving turn-arounds and additional travel for the district's personnel and equipment over the Stanfield Junction Overcrossing. It also had 10 per cent grades and was not acceptable to the Hermiston District. Plan 6, which is similar to Plan 5 except for a maximum of 6 per cent grades, has been tentatively accepted by both districts.

Mr. Allen and representatives from the district investigated this problem in the field and determined that the routes as shown on the sketch attached to Plan 6 are the most practical methods of handling the problem.

Attached to Mr. Allen's report is a revised estimate of the additional expenses incurred by Stanfield and Hermiston Irrigation Districts if an underpass is not constructed near Station 1352+25. Rates for equipment furnished by the districts are considered to be reasonable by our Accounting Division. You will note the additional distance necessary for Stanfield Irrigation District to travel is .87 of a mile while the Hermiston District personnel will be required to travel 1.27 miles. The proposed route is shown on the above-mentioned attached sketch.

Previous agreements in this area with both districts indicate that they have an interest in the land involved. Certification to this effect will be forth-coming.

Your approval of Plan 6 subject to the State obtaining two formal appraisals is requested.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

PGP:sg

Enc.
cc: F.B. Klaboe
L.H. Young
D.H. Moehring

RECEIVED
APR 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1967
FOR FILING
I-80N-5(27)187
Fred M. Hill, Member
Helix 7017

April 14, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 25 meeting will be an agreement between the Oregon State Highway Commission and the Bonneville Power Administration covering the relocation of its facilities which conflict with our construction on the Stanfield Junction-Pendleton Section of the Old Oregon Trail (I-80N) in Umatilla County.

This agreement provides for (1) a temporary crossing involving the erection of one new and removal of two existing two-pole suspension structures and, (2) a permanent crossing involving the erection of two new steel towers, conversion of one two-pole suspension structure, and the removal of one temporary and two existing two-pole suspension structures. The relocation work is necessitated by the construction of this project. The estimated cost is $29,900. This is an Interstate project and we have the approval of the Federal Highway Administration.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
A. F. Parson

TWL:mjc :sg fn

RECEIVED
APR 20 1967

Form CD-121 (11-03) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Meeting

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-5(24)187

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 13, 1967

In reply refer to: 08-35.7

7017

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(24)187
Stanfield Junction - Reith Hill Section
Landlocked Parcels

Administrative Right of Way Agent K. A. Chatwood's letter of April 11, 1967 forwarded to this office your recommended routes to provide access to certain landlocked parcels of land on the above-mentioned project.

We understand that your proposal is to acquire a 60-foot right of way easement which will allow the property owners to continue farming the remainders. Your preliminary estimate is that the cost of such easements will total $3,500 for the entire project. We understand that the proposal will provide reasonable access to parcels 39889, 39895, 39896, 39897, and 39901.

We concur with your proposal to acquire such easements at the nominal amounts indicated, as we understand that there is at present a wide difference in the value estimates between the State's appraisers when the remainders are landlocked. For example, on Parcel 39901, Mr. Scharn's appraisal was $6,100 and Mr. Lewis' appraisal was $22,464. An alternate appraisal by Mr. Lewis, assuming an easement to the landlocked land, was $5,382 plus the cost of acquiring an easement, or a total cost of $6,834. Therefore, it is practical to secure such easements to unlandlock the remainders and place the State in a more tenable position in the event that condemnation is necessary. We understand that a similar situation prevails concerning the other landlocked parcels.

Therefore, you should take immediate action to secure proper descriptions for the easements and have appropriate appraisal revisions so that the easements may be acquired at the same time as the normal right of way.

NOTED
F. E. KLINGE

REFERRED TO
BY ASST. STATE HWY. ENGR.

RECEIVED
APR 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 13 1967
FOR FILING

I-84(N-5(23)197

7017

April 12, 1967

1548

Mr. John H. Kottkamp
Kottkamp and O'Rourke
Attorneys at Law
Post Office Box 1023
Pendleton, Oregon 97801

Dear Mr. Kottkamp:

Reference is made to your letter of March 24 requesting data on the land service proposed for certain property along Highway 30 in the vicinity of Rew Elevator.

We do attempt to establish access to landlocked parcels but are limited to expenditures no greater than the damages which can be demonstrated by not providing the access. I do not know all the details of the problems involved with your client's property but I am sure that our Right of Way people will be contacting your client in the near future and can discuss the matter at that time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
D. H. Moehring (Enc.)
A. F. Parson

ADO:fw

FORM E-20 BOM 10-58 SP*83401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

LaGrande, Oregon
April 10, 1967

RECEIVED
APR 11 1967
LEGAL & RIGHT OF WAY

SUBJECT: Landlocked Parcels
Stanfield Jct.-Pendleton Section
Old Oregon Trail Highway
Umatilla County

To: D. H. Moehring
Right of Way Engineer
Salem

Attention Ken Chatwood

At your request, I am submitting the following report on landlocked parcels on the above named section.

As you know, I have worked on this section for the last four years in making the Liaison Study and other reports, and I am still firmly convinced that the severed and landlocked parcels will not be damaged because of the taking. Our present system of appraising states that the market value must be the only consideration in making a before and after appraisal. Every rancher I have talked to has said that his land would sell for as much after the taking as before. So with this evidence, an appraiser has no choice but to give the severed and landlocked parcels full market value after the takings. However, I feel that the State will look bad in court when no damages are offered for the landlocked parcels. I feel that the owners will admit on the stand that they can get full value for the land but the State is forcing them to sell and in so doing, they will be unable to buy other wheat lands and will be forced to pay a capital gains tax of at least 25%.

The attached tracings show in red, the rights of access that would need to be purchased by the State in order to serve the landlocked parcels. Sheet #1 indicates a half mile of right of way that would need to be purchased from the Vollendorf estate to serve the Roy Rohde property. This would be easterly from the Echo interchange, and would serve about 220 acres. Sheet #2 shows two access roads, the one on the northerly side of the highway would serve the Hevel and Struve properties for a total of 280 acres. The access on the southerly side would serve the Temple and Struve properties for a total of about 450 acres. Sheet #3 also has two access roads, the one on the northerly side would serve the Temple and Sorey properties for a total of about 600 acres. This access would run westerly from F.C.C. signal tower road. The distance would be about 3/4 mile. The access road on the southerly side would run northerly from the county road for 1/2 mile. This would serve a small portion of the Temple property and about 350 acres of the Sorey property.

NOTED
H W. SNELL

The total length of these accesses would be about 2.75 miles. If a 60' right of way width were used, this would amount to 20 acres of land that would need to be purchased for right of way. With an average land value of $175.00, this would amount to $3,500.00. It is my opinion that this would be a very nominal sum to protect the State against adverse criticism and possible heavy court damages.

Verne A Allen/jl
VERNE A. ALLEN
Liaison Agent

VAA/jl
Attach

CC: G.E.Rohde

Sheet #1

5

6

9

Reese 8

Found Rolin Rd

Marsh Meyers

7

Dean Rohde

Found

600

550

500

450

476+12.1

76°21'

77°00'

65°45'

Roy Rohde

18 Vollendorff

60'

220Ac Rem.

Found

Good year

20

Hom: Corpin

19

24

Vollendorff 29

Sheet # 2

11

10

13

14

Found

15

Glen Rohde

16

Found

650

L & D. Reese

Found

65°13'

Heuel

700'

280 Ac

60' R/W

23

Shirley Templ

750

65°21'

Elevator

Found

24°14'

Found

22

Struve Estate

480 Ac

60' R/W

Found

21

Reese

26 Rohde

Coppinger
27

Moll
28

35

Sheet # 3

16

17

22

21

20

19

Yoakum Market Road

Found

Found

28

Ronald R. Rew

Calc.

29

Rew Estate

30

600 Ac

Found

Shirley Temple

950

850

52.50'

900

Found

Filler Pit
IRI-1713

Beverley Orem

33

Hopkinst

65'

Ranch

Sory Estate

350 Ac

32

Found

Rew Estate

Fanshier

3

T.30 E.
R.31 E.

Isom

Ellis Rd

Sheet No 3

16

17

22

21

20

Home W/star route Mail Box

Market Road

19

Yoakum

Found

Found

28

Ronald R. Rew

29

Rew Estate

30

600 Ac

Shirley Temple

Found

52.50

900

850

950

Beverley Orem

33

Found

Filler Pit
IR1-1713

Ranch

Sory Estate

350 Ac

32

Found

Rew Estate

31

Fanshier

T.30 E.
R.31 E.

Isom

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Morelock
Scott
Olson

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
231 S. E. BYERS AVENUE
P. O. BOX 1023
PENDLETON, OREGON 97801

RECEIVED 5119
MAR 30 1967
CONSTRUCTION DIVISION

TELEPHONE
AREA CODE 503
276-2141

JOHN H. KOTTKAMP
ROBERT E. O'ROURKE

March 24, 1967

CLEARED TO
Admin

State Highway Commission
Salem, Oregon

Re: Evelyn Isom

Gentlemen:

I am writing this letter on behalf of Mrs. Evelyn Isom, who owns farm land in Sections 23 and 26, Township 3 North, Range 30, E.W.M., in Umatilla County, Oregon. To assist you and your department in La Grande, to whom I am sending a copy of this letter, in understanding my inquiry, I am enclosing to each of you herewith a colored sketch, to which I will refer in this letter.

At the present time my client makes use of the county road, running north and south, to carry the grain from her fields to Rew Elevator, but upon the completion of the new, limited-access Highway 30, she, along with several other farmers in this area, will become landlocked, unless some access is provided. Various means of access to the elevator facility have been made or talked about, including a road running generally east and west along the south side of Highway 30 to the point where the county road now crosses the highway, at which point some form of overpass or underpass would be constructed. Still another possibility that should not be overlooked is constructing such a road along the untillable land, which I have indicated on the chart in red pencil, for if this was accomplished it would provide a means of ingress and egress without destroying any valuable wheat land.

Whatever may be finally decided, it is our assumption that it will be the obligation of the Highway Commission to provide an access road to these lands, so that they will not remain landlocked after the completion of the highway. It may be that the Commission has already resolved this problem, and if so we would appreciate your advice upon what solution has been arranged. If not, we would still appreciate your advice concerning this subject. I would appreciate hearing from you at your earliest convenience.

Sincerely yours,

KOTTKAMP & O'ROURKE

BY: John H. Kottkamp

RECEIVED
MAR 27 1967
OREGON
STATE HIGHWAY COMMISSION

JHK/jd
encl.

cc: Oregon State Highway Commission
Field Office
La Grande, Oregon

Mrs. Blaine E. Isom
Route 2, Box 18
Echo, Oregon

RECEIVED
MAR 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

T 3N R 30 E

SCALE FOR SECTION, Each side large squares = 20 rods, 1320 feet; area of 40 acres.
1 Inch = Each small red squares = 5 chains, 2 feet; square 2½ acres.

N

23

24

HIWAY 30

Kew ELEVATOR

W

E

SCALE

ISOM

COUNTY ROAD

26

25

S

SCALE FOR QUARTER SECTION, Each side large squares = 10 chains, 40 rods, 660 feet; area of square 10 acres.
1 Inch = Each side small red squares = 2½ chains, 10 rods, 165 feet; area of square 10 or 1 acres.

PRONTO LAND MEASURE 660 - 330 MAP SHEET

PRONTO LAND MEASURE

Copyright, 1950, James Hamilton Adair, Flint, Michigan

RECEIVED
APR 14 1967
I-84N-5(27)187

Form CD-121 (11-63) (Pres. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street, NE
Salem, Oregon 97301

~~TO~~ : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1967

In reply refer to: 08-35.EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's March 31, 1967 letter requested the inclusion of one Stage 2 Construction Phase project to the subject program. This Item is approved today:

Item	Project	Location	Work
488	I-80N-5(27)187	Stanfield Jct-Pendleton	Grade, pave, 7 strus.

This action provides for improvement on 16.38 miles of Interstate location at a total estimated cost of $9,000,000 of which $8,200,000 is reserved as Federal-aid Interstate funds.

4-14-67
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLAGOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
APR 13 1967
FOR FILING

Klaboe

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 11, 1967

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Landlocked parcels
Stanfield Junction-
Pendleton Section
Old Oregon Trail Highway
Umatilla County

Attention Mr. C. J. Mathias

Dear Sir:

Yesterday we were discussing by telephone the four properties on the above section which become landlocked as a result of the new construction. Attached is a copy of Verne Allen's letter of April 10 and maps showing the landlocked areas and indicating the recommended routes to provide access.

Very truly yours,

G. E. ROHDE
Chief Counsel

K. A. Chatwood
Administrative Right of Way Agent

KAC:AA
Attachments
cc: R. L. Porter
F. B. Klaboe
L. H. Young
G. E. Rohde
M. R. Mitchell

NOTED
F. B. KLABOE

RECEIVED
APR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 11 1967

FOR I-80N-5(26)187

Form CD-121 (11-03) (Prec. by A.O. 306-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted] DEPARTMENT OF COMMERCE
[redacted] BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

7017

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 6, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(26)187
Stanfield Junction - Reith Hill Section
Bonneville Power Administration relocation

Mr. Litchfield's February 1, 1967 letter requested and received approval of the subject utility's two stage relocation on this project with construction authorization subject to receipt of the appropriate State-BPA Trust Agreement. You were authorized to proceed with utility preparatory work and utility right of way incidentals effective February 2, 1967.

We find the proposed Trust Agreement submitted by Mr. Litchfield's March 23, 1967 letter satisfactory, and we acknowledge receipt of Mr. Litchfield's April 4, 1967 letter providing the certification of the utility's compensable interest in the land. Therefore you are authorized to proceed with the work effective this date under the provisions of PPM 30-4 (October 15, 1966).

Please provide us with two conformed copies of the executed Trust Agreement when received.

Litchfield
Young
4-10-67

NOTED
F.B. KLABOE

RECEIVED
APR 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 19 1967
FOR FILING

MAR 31 1967

32-12

RECEIVED
APR 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Honorable Al Ullman
House of Representatives
Washington, D.C. 20515

Dear Mr. Ullman:

A report has been requested from our field office in Oregon on the current planning for Interstate Route 80N through the Stanfield-Pendleton area of Umatilla County. As soon as this information is received, we will be glad to reply further to your letter of March 27 with enclosure concerning interchange of the Interstate highway with Rew and Yoakum Roads.

Sincerely yours,

F. C. Turner

F. C. Turner
Acting Federal Highway
Administrator

Enclosure
Transmitted Correspondence

NOTED
F. B. KLABOE

NOTED
R. L. [illegible]

AL ULLMAN
2d District, Oregon

COMMITTEE ON
WAYS AND MEANS

Congress of the United States
House of Representatives
Washington, D.C. 20515

March 27, 1967

Mr. Frances C. Turner
Bureau of Public Roads
Department of Commerce
Washington, D. C.

Dear Mr. Turner:

I am enclosing a copy of a letter from the Oregon State Highway Department to Mr. A. W. Parsons, Division Engineer of the Bureau of Public Roads at Salem, Oregon.

I wish to join completely in the representations made by the State Highway Engineer in support of a split-diamond interchange and connecting frontage road at Rew and Yoakum crossings on the Stanfield-Pendleton Section of Interstate 80N. This solution is strongly advocated by all local interests, the Umatilla County Court, and by farmers and commercial interests dependent upon maintaining suitable access. The present plan calling for a full interchange at Yoakum and a crossing at Rew, without a frontage road is completely unsatisfactory, and so nearly equals the cost of the preferred design that I fail to understand the position of the Bureau in overruling the recommendation of the Oregon Highway Department.

The apparent concern of the Bureau over the potential hazards of a split-diamond interchange has been answered, to my satisfaction, by the Oregon Highway Department representatives. In the absence of contrary evidence, I request your immediate approval of the recommended design.

Sincerely,

Al Ullman, M. C.

AU/ja
Enclosure

PN31731

COMMISSIONERS
LENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 20, 1967

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Row-Yoakum Interchange
Stanfield-Pendleton Section
Old Oregon Trail Highway
Umatilla County

Dear Sir:

The Stanfield-Pendleton Section is expected to be let in May of this year and local pressure in the area has again been brought to bear for a split-diamond interchange at Row and Yoakum. Such a plan could be realized for the additional cost only of the frontage road connecting the two half diamonds. This has been estimated to cost approximately $100,000 to construct.

In an area such as this, where a major highway has been removed from local access, it is our obligation to establish traffic patterns which will do the least damage to local citizens. This Row Elevator Road is important to the economy of the area but, by the same token, Yoakum Road handles more year-round traffic. Therefore, both roads need to be equally served.

When you speak of the hazards of a split diamond, we feel sure that you are referring to a half interchange which has no complement connected by a frontage road. A split diamond connected by a frontage road, and properly signed, should be no more hazardous than any other diamond interchange.

Umatilla County Court, Pendleton Grain Growers, Inc., and the local Grange have gone on record as approving a split diamond at Row and Yoakum. On this basis, we request that you reconsider your objections to the split diamond and grant us your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. M. Klaboe
F. M. Klaboe
Assistant State Highway Engineer

cc: The Honorable Raphael R. Raymond, State Senator

RECEIVED
APR 3 - 1967
FOR FILING
I-82-1-5(22)187
7017

Robt. W. Collins
276-1621

1538

April 3, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Barnhart Interchange, Stanfield-Pendleton Section, Old Oregon Trail Highway, Umatilla County

Herewith revised preliminary layout sheet on this interchange showing a revised access control line south of the highway. Due to an inspection in the field by your Mr. Brooks and a recommendation from our Assistant Division Engineer, we have reduced the access control 100 feet. This will provide us with a ntrol for 200 feet from the radius.

If this meets with your approval, please sign the revision box and return to us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

Enc.

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
A. F. Parson

RECEIVED
APR 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DNS:jr srb

CON LAG 246 3-27-67 247P

MORGAN
CC STOUDENMEYER

ON BARNHART INTERCHANGE - RECOMMEND REVISING END OF ACCESS CONTROL LINE AT STA TB 57 PLUS 50. APPROACH TO PROPERTY COULD BE OXXXXXXXXXXX CONST BETWEEN THIS POINT AND STA TB 58 AND STILL LEAVE ROOM FOR PROPOSED MOTEL DEVELOPMENT IN SW CORNER OF PROPERTY.

COULTER
DJ
17
88.

RECEIVED
APR 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 27 1967
FOR FILING

March 24, 1967

1538

Mr. Robert W. Collins
Attorney at Law
27 S. E. 3rd Street
Pendleton, Oregon

Dear Mr. Collins:

Re: Barnhart Interchange, Stanfield-Pendleton Section, Old Oregon Trail Highway, Umatilla County

About two weeks ago you visited with me in my office and brought up the matter of the access to your client's property in this interchange area. At that time we had been informed by the Bureau of Public Roads that they would not consider any decrease of the access control line.

Subsequently, Mr. Gordon Brooks of the Bureau of Public Roads made an inspection of the property. He has now advised me that he will reconsider his position on a proper application by the State Highway Department. I am, therefore, instructing my people to advise me of their recommendation for reducing the 300-foot access control provision to some lesser distance.

I will advise you of the outcome of this investigation in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
D. H. Moehring

FBK:arb

cc: The Honorable D. R. (Sam) Cook, Umatilla County Judge

RECEIVED
APR 4 - 1967
FOR FILING

Form CS-121 (11-63) (Prec. by A.O. 306-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(24)187

7017

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 30, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-80N-5(24)187
Stanfield Junction - Pendleton Section, Meyers Frontage Road
(Our December 22, 1966 Authorization Memorandum and Mr. K. A. Chatwood's March 6, 1967 reply)

Mr. Chatwood's letter provided the justification required in our memorandum for construction of the Meyers Frontage Road. While appraised value of the F. E. Meyers improvements is less than the amount estimated in the liaison report, the road is still justified.

This letter will confirm oral notification to Mr. Chatwood that we approve its construction.

RECEIVED
MAR 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

cc: V. V. Mackey
3-31-67
copy to Young
4-3-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
F. B. KLABOE

RECEIVED
APR 4 - 1967
FOR FILING

I-80N-5(27)187

7017

March 31, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Interstate construction project, Item 488, Project No. I-80N-5(27)187, Stanfield Jct. - Pendleton Section, which we desire to have included in the Federal-Aid Interstate Highway Program.

Charges for utility and railroad work will be accrued to Project No. I-80N-5(26)187. Construction of the Umatilla River Bridge over the river and railroad along with three structures over the ditch riders' road will be constructed under separate project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Attachment

DAR:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 2

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION *(45 typewriter spaces)* 21	I-80N Stanfield Jct. E. 16.38 mi.	65	ADT	PRESENT	3,400	FUTURE (66)	8,000	YEAR (70)(71)	87			
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28	Gr., Dr., H.T. Pave., 7 Strs.	62	NATL. FOREST (63)(65)		FH ROUTE NO. (66)(68)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)		EMERG. YR. (72)(73)	PL. AUTH (74)
CARD 4	CLASS OF FEDERAL FUNDS	Interstate										COUNTY NAME			
	NAME OF URBAN AREA 17-31											ROUTE NO. 1		FEDERAL-AID I-80N	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54)(58)	(59) (66)	(67) (7
5					PE		I-80N Stanfield Jct. E. 16.38 mi. (Stanfield Jct. - Pendleton Section)			
5					ROW					
5					CONST (CODE)			16.38	9,000,000	8,200,000
							PROJECT TOTALS	16.38	9,000,000	8,200,000

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	(16) (23)(24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	3,400	8,000 (66) (70)	87 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	488 (14) (18)

(68)	SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
						I- 14 23	80-5(27) 7 13		187	N

COUNTY NAME: Umatilla — CODE: 059 (14) (16)

ROUTE NO. I — FEDERAL-AID: I-80N (32) — STATE: (36) (37) — U.S.: I-80N (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					Gr., Dr., 4 - 12' lanes H.T. pave., 10' Rt. & 6' Lt. shoulders 100' med.; 7 Strs. (1,917') H.C. 32' to 42'; frontage rd. 20'. Signing. [Utility & RR work to be charged to I-80N-5(26)187.]
16.38	9,000,000	8,200,000	800,000		ROW - 300' normal; Access Control - full; Parking Restrictions - complete.
16.38	9,000,000	8,200,000	800,000		
(16)	(23) (24)	(33)			

REMARKS

Additional data: Item 479, Project I-80N-5(26)187; Item 471, Project I-80N-5(24)187; Item 150, I-80N-5(1)194.

USCOMM DUSCOMM-DC 48905-P61

STANFIELD JCT. -PENDLETON SECTION

Project No. I-80N-5(27)187

Additional Project Data

The proposed project consists of: grade and drain, 4 - 12' lanes high-type pavement with 10' Rt. and 6' Lt. shoulders and 100' median, frontage roads (20' surface), ditch riders' road (10' surface), FAA Tower road (16' surface); one undercrossing structure at Stanfield Interchange, HC 40', length 418'; one bridge on a connecting road to Stanfield, HC 41'9", length 70'; one undercrossing structure at Echo Jct. Interchange, HC 32', length 287'; twin O'Xing structures at Nolin Road, HC 40', length 160'; one undercrossing structure at Rew Road, HC 32', length 302'; one undercrossing structure at Yoakum Road Interchange, HC 32', length 350'; and one undercrossing structure at Barnhart Interchange, HC 32', length 330'.

Unusual Circumstances

Borrow material will be obtained within the cut section beyond the east end of the project for approximately 2,000 ft., also access fencing is to be constructed in this area as incidental work.

Note: Widening of the present Umatilla River Bridge to be used as the eastbound structure and construction of a new westbound structure will be constructed under separate project, also the three structures for the ditch riders' road.

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PATTERSON DOYLE, BEND
VICE-CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
MAR 1967

J-8011-5(32)187

7017

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

Morgan
Keating
Land
Peter
Barbee
Morelock
Walker
Trout
Clem
Scott
Swan
Wills
Litchfield
Olson

RECEIVED
MAR 3 1967
CONSTRUCTION
DIVISION

March 27, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

NOTED
F. B. KLABOE

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 21, 1967 which had enclosed the plan title sheets for a number of projects.

The following projects should have no adverse effect on fishery resources and are approved:

North Albany Interchange Section, Pacific Highway, Linn County
Stanfield Junction-Pendleton Section, Old Oregon Trail Highway, Umatilla County
Delena-Rainier Section, Columbia River Highway, Columbia County
Burlington-Portland Section, Columbia River Highway, Multnomah County
Reese Creek-Reese Creek Summit Section, FAS 287, Jackson County
Holmes Gap-Baskett Slough Section, Pacific Highway West, Polk County
Kent Section, FAS 666 and 668, Sherman County
Powell Valley Road-Duncan Road Section, Mt. Hood Highway, Clackamas County
Halsey-Eugene Section, Albany-Junction City and Pacific Highways, Lane and Linn Counties
Drake Creek-Warner Highway Section, FAS 807, Lake County

Regarding the LaGrande Section, we wish to consult with our regional personnel before approval. Considerable spawning of anadromous fish occurs in the area of the extensive channel change and some provisions may be needed.

We will write you regarding this project in a very short time.

3-28-67 Copies to:

F. B. Klaboe
L. H. Young
Frank Hall (11)
T. C. Roake
J. E. Morelock
L.W. Rulien (4)
R.D. Asburry (8)
L.R. Chandler (4)
J. F. Putnam (4)
A. F. Pareon (4)

fw

ROK/dm

cc: Director OFC

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
MAR 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 - 1967
COMMISSIONERS
HERMAN P. MOORE, CHAIRMAN, BEAVERTON
EDW. G. HOFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG 1400 S W 5TH AVENUE
PORTLAND 97201

March 27, 1967

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following plan title sheets of proposed highway projects transmitted to us by your letter dated March 21, 1967 have been received:

Stanfield Junction-Pendleton Section, Old Oregon Trail Highway, Umatilla County.

Holmes Gap-Baskett Slough Section, Pacific Highway West, Polk County.

Burlington-Portland Section, Columbia River Highway, Multnomah County.

LaGrande Section, Old Oregon Trail Highway, Union County.

We anticipate no fishery conflicts with the first three projects, and they are approved.

The LaGrande Section of highway is being evaluated. Our comments will be forthcoming in the near future.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

3-30- 67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. W. Rullen (2)
R. D. Asburry (2)
A. F. Parson (4)

MAR 30 1967
STATE HIGHWAY ENGINEER

fw

RECEIVED
MAR 30 1967
CONSTRUCTION
DIVISION

Form DCD-121 (11-68) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED MAR 27 1967 FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. Merchant

DATE: March 24, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project PE I-80N-5(1)147
Stanfield Junction - Reith Hill Section
Preliminary Plans for Rew, Yoakum and Barnhart Road Structures

With reference to your letter of February 17 and our reply to you dated March 1 we have solicited the opinion of our Regional office with respect to your proposal to use the three-tube type railing without curbs.

In view of the light rainfall and snowfall and the low crossroad traffic we will approve your proposed railing on the subject structures. To guard against possible erosion of the fill slopes we recommend that slope paving be extended beyond the structure sides.

We do not recommend omitting curbs as a general policy until the actual performance of such construction has been under observation sufficiently long to provide a basis for proper evaluation of advantages and disadvantages. As for the slimmer profile improving the appearance we doubt if omission of the nine-inch curb would be significant for spans of this length.

NOTED
TOM EDWARDS

RECEIVED
MAR 27 1967
STATE HIGHWAY

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MAR 20 '67
FOR FILING

I-80N-5(11)187
7017

March 20, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: New-Yoakum Interchange
Stanfield-Pendleton Section
Old Oregon Trail Highway
Umatilla County

Dear Sir:

The Stanfield-Pendleton Section is expected to be let in May of this year and local pressure in the area has again been brought to bear for a split-diamond interchange at New and Yoakum. Such a plan could be realized for the additional cost only of the frontage road connecting the two half diamonds. This has been estimated to cost approximately $100,000 to construct.

In an area such as this, where a major highway has been removed from local access, it is our obligation to establish traffic patterns which will do the least damage to local citizens. This New Elevator Road is important to the economy of the area but, by the same token, Yoakum Road handles more year-round traffic. Therefore, both roads need to be equally served.

When you speak of the hazards of a split diamond, we feel sure that you are referring to a half interchange which has no complement connected by a frontage road. A split diamond connected by a frontage road, and properly signed, should be no more hazardous than any other diamond interchange.

Umatilla County Court, Pendleton Grain Growers, Inc., and the local Grange have gone on record as approving a split diamond at New and Yoakum. On this basis, we request that you reconsider your objections to the split diamond and grant us your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
L. H. Young
A. F. Parson

DNS:jr srb

cc: The Honorable Raphael R. Raymond, State Senator
The Honorable D. R. Cook, Umatilla County Judge

RECEIVED
MAR 15 1967
FOR FILES

I-80N-5(22) 187
7017

March 14, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Re: Stanfield Junction-
Pendleton Section

Dear Sir:

The typical section for the subject section shows a median treatment that has been recently adopted for reasons of safety, economy and esthetics. This design eliminates the rock shoulder slope through median cuts by excavating on a minus 12:1 slope from the finished shoulder for a distance of 12 feet to carry drainage, with back slopes not steeper than 4:1 through the median cuts.

This treatment of the median results in interesting intermittent changes from a sunken median through fill sections to rounded cut slopes through the cut sections. The monotony of a continuous sunken median is given relief and headlight glare and danger of a vehicle crossing the median are reduced.

The median shoulder is the standard six-foot width but requires a paved surface the full width rather than the standard four-foot paved width in order to seal the base as much as possible from surface water. This additional width requires 136 tons/mile of A.C. mix and 7.6 tons/mile of asphaltic cement on each side of the median. It replaces top course base at the rate of 131 tons/mile.

This additional cost is more than offset by a reduction in excavation quantities and rock base by elimination of the rock slope. An average cut of five feet in depth through the median requires about 1,000 cubic yards more per station in excavation quantities for a sunken median on 12:1 slopes when compared with the rounded median to be used on the project. Since the project is a balanced job and about

50 percent cut and fill, the elimination of this excavation permitted a lower grade, which increases the cuts and reduces embankments. The 1,000 cubic yards' savings per station will, on this basis, average out at 250 cubic yards per station through cut and fill or 13,200 cubic yards per mile.

The elimination of the rock shoulder slope results in saving 143 tons of top course base and 1,155 tons of bottom course base per mile for each side of the median when in cuts. The project is 50 percent cut and 50 percent embankment.

This project has an overall length of 16.38 miles of which 0.13 miles is in bridges. The following is a summary using unit costs projected for this project applied to the quantities discussed above in detail:

Item	Per/Mile	Length (Miles)	Quantity	Price	Cost
A. C. Mix	138 tons	32.5	4,485	$ 4.21	+$18,881
Asph. Cement	7.6 tons	32.5	247	35.63	+ 8,800
Top Course Base	131 tons	32.5	4,258	1.95	- 8,303
General Exc.	13,200 cu. yd.	16.25	214,500	0.32	- 68,640
Top Course Base	143 tons	16.25	2,324	1.95	- 4,532
Bot. Course Base	1,155 tons	16.25	18,769	1.79	- 33,597
				Net	-$87,391

This summary indicates a savings of $87,391 in cost in favor of this type median. It is requested that the project be approved on the design submitted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
Frank Hall
A. F. Parson

(Frank Hall) srb

RECEIVED
MAR 6 - 1967
FOR FILING

I-205-1(37)187

Form CD-121 (11-63) (Prom. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

7017

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

DATE: March 1, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project PE I-80N-5(1)147
Stanfield Junction - Reith Hill Section
Preliminary Plans for Rew, Yoakum and Barnhart Road Structures

The plans submitted with Mr. Merchant's letter of February 17 are approved with the exception of the bridge width at Rew Road and the type of railing.

The approach roadway width on Rew Road will include 10-foot lanes and 4-foot shoulders for a total width of 28 feet. In accordance with our policy, Federal participation on the structure will, therefore, be limited to 28 feet of width. Use of 28-foot width will place the bridge rail in line with the approach guardrail and the details for providing continuity of railing as shown on your standard rail plan will apply.

As you may recall, we questioned the use of the three-tube type railing without curbs on the structures on the Morrow County Line - Stanfield Junction Section under Project I-80N-5(23)169. We felt the omission of curbs might be a safety hazard for freeway traffic below. We have submitted the plans for the Barnhart Road structure to our higher offices with the request that they review and comment on this feature. We will advise you on this matter when we have received a reply.

orig to Merchant 3-2-67

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 6 - 1967
COMMISSIONERS
FOR FILING
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-84/4-5(27)187
7017

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 27, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Stanfield Interchange U'xing
Stanfield Jct.-Pendleton Section
Old Oregon Trail Highway
Umatilla County
Br. No. 9314

Gentlemen:

Enclosed herewith, are two prints each of Dwg. No. 22854, the preliminary plan and elevation drawing of the subject structure and Sheet 5, the grading sheet at the structure site.

The roadway approaches to the proposed structure consist of two 12-foot lanes with 8-foot shoulders.

As shown on Dwg. No. 22854, a four-span reinforced concrete box girder overcrossing was selected for this site. Several other types of structure were considered before making the above selection. The combination of a large skew angle and the horizontal curvature were deterring factors against the use of the steel rigid frame type of structure. A two-span continuous steel beam overcrossing similar to that proposed at the Row, Yoakum and Barnhart Road sites was also considered. The span lengths required for this type of structure at the Stanfield site were considered excessive. The four-span box girder adapts well to the proposed alignment, is aesthetically pleasing, will provide variety from the use of steel span undercrossings and is competitive with other types in cost.

Traffic will be maintained on the Old Oregon Trail Highway by providing an opening in the falsework.

The estimated cost of the structure, including a 20 percent allowance for engineering and contingencies is $351,000.

The above prints are submitted herewith as a preliminary submission for the proposed structure. Please return one set of prints with your approval and comments.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WJHrmb
Att.
cc: Tom Edwards
L. H. Young
C. H. Maison

FEB 21 1967
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1967

FILING I-80N-5(27)187

Form CO-121 (11-63) (Prss. by A.O. 806-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 14, 1967

In reply refer to: 08-35-EC/404

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(26)187
Stanfield Junction - Reith Hill Section
Bonneville Power Administration Adjustment

Mr. Litchfield's February 1, 1967 letter has furnished copies of BPA's estimate and sketch and a temporary adjustment estimate for the subject project.

Our February 2, 1967 memorandum authorized you that date to proceed with utility right of way incidentals and utility preparatory work on this project and it was understood that certain preparatory work may have been charged to PE Project I-80N-5(1)194.

We find the documentation submitted is satisfactory and you may advise BPA to proceed with their Trust Agreement. Further construction authorizations must await our receipt of the Trust Agreement. As discussed at our joint State-BPA-BPR meeting on February 10, we concur that inclusion in their Trust Agreement of the PPM 30-4 paragraph outlined in Mr. Mulcahy's February 6, 1967 letter to Mr. Snow is satisfactory.

Mr. Litchfield's penultimate paragraph requested our participation in a temporary adjustment to allow highway construction to proceed without interference until such time that materials are available to allow the permanent adjustment. In this particular instance we approve the additional expenditure because of material shortages; however, this approval should not be considered as creating a precedent for all utility adjustments because of material shortages. We will expect the following criteria to govern similar requests for our participation in the future:

1. The utility must be given sufficient lead time prior to construction authorization to prepare their estimate. We will not establish a specific period at this time; however, each case must be justified on its individual merits.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2. The materials shortage must be clearly established (previous correspondence: Mr. Williams April 7, 1966 Circular Memorandum - Materials Shortages) including such justification as written evidence that:

   (a) Two or more suppliers cannot produce the material within the time allowable.

   (b) Alternate solutions and/or materials have been studied.

   (c) A delay of receipt of materials is not caused by a utility company's procedures.

3. The temporary adjustment must be designed to provide the best utilization of the available materials, to accommodate the highway construction project, and must be completed to avoid conflicts with the contractor's operation.

4. The cost of the work shall be found to be in the public interest.

We would like to once again draw your attention to the desirability of coordinating the utility right of way acquisition with the construction acquisition.

RECEIVED
FEB 15 1967
STATE HIGHWAY ENG'R

RECEIVED
FEB 6 - 1967
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(27)187

TO 7017 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 2, 1967

In reply refer to: 08-35.EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

Co.

NOTED
F. B. KLABOE

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's January 5 and 13, 1967 letters submitted three items for inclusion in the subject program. These Stage 2 Right of Way and Utility projects are approved effective today.

Item	Project	Location	Work
478	I-80N-6(30)213	Mission Jct-Emigrant Hill	R/W
479	I-80N-5(26)187	Stanfield Jct-Reith Hill	R/WU & Utilities
480	I-80N-6(31)213	Mission Jct-Emigrant Hill	R/WU & Utilities

Item 478, Mission Junction to Emigrant Hill Section:

Authorization is granted to proceed with incidentals and relocation payments for the entire project effective today. Actual acquisition is withheld as requested in Mr. Young's letter for parcels 40786 and 40789 pending your submission of additional justification for the proposed construction of a service road that would parallel the southern property lines of parcels 40786 and 40789 and then southerly between Sections 16 and 17 eventually connecting with County Road 884. It is our understanding that the purpose of the proposed service road is to provide access to Indian and non-Indian properties that presently traverse private roads and access to the present Highway US-30 near Station 359+00. Field inspection indicates that the properties could be served by providing a service road either from the west along the southern boundaries of parcels 40786 and 40789 or by providing a service road that could be located northerly from County Road 884. Either of these alternatives would provide access to the Indian and non-Indian lands. It does not appear that the presently proposed service road can be economically justified.

2-6-67
Young

Items 479 and 480, Stanfield Junction-Rieth Hill and Mission Junction-Emigrant Hill:

You are authorized to proceed with utility right of way incidentals and utility preparatory work effective today. Further authorizations must await your normal documentation. We understand certain utility preparatory work may have been changed to the corresponding preliminary engineering projects (I-80N-5(1)194 and I-80N-6(23)211) and as such is eligible.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

On these two items we strongly urge that any right of way acquisition, whether by the utility or by the State, be fully coordinated to avoid contacting any parcel owner more than one time.

This program action provides for the right of way phase and utility adjustments on 42.36 miles of roadway at a total estimated cost of $323,900.00 with Interstate funds reserved for $296,800.00

RECEIVED
FEB 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 7 - 1967
FOR FILING

Form GB-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(27)187

7017

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 1, 1966

In reply refer to: 08-35-EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(24)187
Stanfield Junction - Reith Hill Section (ROW)

Mr. Young's December 6, 1966 letter requested authorization to proceed with incidentals and relocation assistance for the entire project and authorization to proceed with actual acquisition from station 1351+17 through equation 1379+91.45 = 268+36.10 to station 679+40. This request was approved December 22, 1966.

As requested by Mr. Young's January 24 letter you are now authorized to proceed, effective today, with the actual acquisition of the balance of the right of way as programed under the subject project from station 679+40 to station 1059+50, subject to the following:

We understand several access roads to permit access to otherwise landlocked parcels are being given some consideration. If any of these roads are provided the files must contain appropriate justification.

The right of way map indicates File 39900(7) is a permanent easement for an access road leading to File 39900(5) which we have been advised is a possible materials source. Federal funds cannot participate in either of these acquisitions as a right of way item. The areas in question lie between approximate stations 824 and 884, left side.

On the west unit of this project we understand a utility crossing in the vicinity of station 290 will require additional land for the utility right of way. The H. Peters property, File 39892, and possibly the F. Hudemann property, File 39880, will be involved. This should be coordinated with the Right of Way Section in order that all necessary rights of way may be appraised and negotiated for in one transaction.

REFERRED TO
Mueller - Young - Pugh
By Asst. State Hwy. Engr.
2-6-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 13 1967

RECEIVED
JAN 25 1967
FOR FILING

I-82-1-5(27)157
7017

January 24, 1967

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Project I-82W-5(24)157
Stanfield Jct.-Keith Hill
Section (HOK)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the balance of the right-of-way as programmed under the subject project from Station 679+40 to Station 1059+50. The estimated cost of this portion of the right-of-way is $140,000.

We are enclosing copies of Mr. Oakes' Memorandums of November 30, 1966, and December 6, 1966, which set forth the estimated costs and two copies each of Right-of-way Maps SB-34-2(Part 3) and SB-34-21(Part 4) showing the right-of-way involved outlined in red.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

LMC:ms
cc: R. N. Chase
J. R. Oakes
M. Mitchell

Enclosure

RECEIVED
JAN 11 1967

FOR FILES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 10, 1967

To: Mr. L.H. Young
Office Engineer

1-80N-5(11)67
BUILDING

SUBJECT: Utility Adjustments
W. Unit, Stanfield Jct.-Reith Hill Section
Old Oregon Trail Highway
Umatilla County

Preliminary estimates for the cost of adjusting utilities on the subject project are as follows:

Utility Adjustment Costs

Bonneville Power Administration	$28,000
Pacific Northwest Bell Telephone Co.	2,500
Pacific Power and Light Company	2,000
Umatilla Electric Company	2,200
Total --	$34,700

Utility Right of Way Costs

Bonneville Power Administration	$ 2,000

Railroad Facility Adjustment Costs

Union Pacific Railroad	$25,000

Bonneville Power Administration requires 12 to 15 months lead time to obtain the steel for their towers. It is to the State's advantage to have BPA proceed; therefore, we request that these costs be programmed into the construction stage.

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

JMC:sg
cc: F.B. Klaboe
R.N. Chase

NOTED
F. B. KLABOE

RECEIVED
JAN 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 11 1967
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1967

I-ENA-5(32)127
7017

To: Mr. L.H. Young
Office Engineer

BUILDING

SUBJECT: Utility Adjustments
E. Unit, Stanfield Jct.-Reith Hill Section
Old Oregon Trail Highway
Umatilla County

Preliminary estimates for the cost of adjusting utilities on the subject project are as follows:

Utility Adjustment Costs

Pacific Power & Light Company	$500
Federal Aviation Agency	700
Total	$1,200

NOTED
F B KLABOE

It is to the State's advantage to have the utilities proceed with their relocations prior to construction. Therefore, we request that these costs be programmed into the construction stage.

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

JMC:sg

cc: F.B. Klaboe
R.N. Chase

RECEIVED
JAN 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1967
FORMS

I-80N-5(27)187
7017

Agenda 4h

December 27, 1966

Umatilla County Court
Courthouse
Pendleton, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 9237

Gentlemen:

We are enclosing for your files a fully executed copy of a throughway agreement covering the Stanfield Junction-Rieth Hill Section of the Old Oregon Trail in Umatilla County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
DEC 27 1966
FILING

Form CD-12P (1-1-63) (Prom. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

I-80N-5(24)187
710.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 22, 1966

In reply refer to: 08-35.EC/
710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's December 6 letter requested the inclusion of one item in the subject program. This right-of-way, Stage 2, project is approved effective today:

Item	Project	Location	Work
471	I-80N-5(24)187	Stanfield Jct.-Reith Hill	ROW

You are authorized to proceed with right-of-way incidentals and relocation payments effective today for the whole project.

You are also authorized to proceed with actual right-of-way acquisition on the portion of this project beginning at Station 1351+17 (BOP) through equation 1379+91.45 = 268+36.10 to 679+40 (Midpoint Sec.22), effective today, subject however to the following:

1) Submission of the proposed adjustment of the ditch-riders facilities for the Furnish Ditch and USRS Canal (about Station 1355). The submission should include cost of construction including right-of-way costs versus alternative plans or payment of damages.

2) Your right-of-way files must include economic justification for the proposed frontage road from Station 423 to 491 serving the Meyers properties.

NOTED
F. B. KLABOE

This approval provides for a right-of-way project covering 15.53 miles of Interstate at a total estimated cost of $235,000 of which $216,000 is reserved as Federal-aid Interstate funds. The authorized portion obligates $95,000 of Federal-aid funds.

12-27-66
REFERRED TO
Young - Inchung
By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 15 1966
FOR FILING

I-80N-C(11)13

Yellow

December 14, 1966

Agenda 8b-2
Nov. 22, 1966

Umatilla County Court
County Courthouse
Pendleton, Oregon

Gentlemen:

The State Highway Commission at its meeting on November 22, 1966, adopted the following surveys:

Mission Junction-Emigrant Hill Section
of the Old Oregon Trail (I-80N) in
Umatilla County

Stanfield Junction-Pendleton Section of
the Old Oregon Trail (I-80N) in Umatilla
County

For your information, we have attached sketch maps showing the routes of the new sections and a copy of the Commission's "Survey Resolution No. 327", adopting these surveys.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wn

Attachment

cc Victor Wolfe

RECEIVED
DEC 12 1966
FOR FILING

December 9, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the December 19 Commission meeting will be a throughway agreement with Umatilla County pertaining to the Stanfield Junction-Reith Hill Section of Old Oregon Trail (I-80N) in Umatilla County.

This agreement provides for construction of the throughway, its interchanges and separation structures by the State. It further provides for reconstruction of various county roads which will revert to the County upon completion of construction and will be maintained by the County at its sole expense. Also covered under terms of this agreement are various road closures and utility relocation.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the structures, interchanges, and their connections within the access control area of the throughway to be constructed as part of the project.

The project is proposed to be advertised for bid letting in two segments in March and May respectively, and if satisfactory bids are received and no other complications arise, the contracts would be under construction shortly thereafter. Estimated cost of the entire two segments of the project is approximately $8,000,000.

The approval of this agreement constitutes another milestone in Oregon highway construction, as the entire portion of I-80N is now agreed upon from Portland to La Grande, with the exception of a short section approximately eight miles in length southeasterly of Pendleton, which is pending at this time.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
L. H. Young
I. D. Merchant
D. H. Moehring
A. F. Parson
C. H. Malson

DNH:nr bg

RECEIVED
NOV 15 1966
PORTLAND

I-80N-5(22)187
7017

November 14, 1966

Mr. Ronald Rew, Co-Chairman
Umatilla County Owners and
Operators Committee
4 Skyline Drive
Pendleton, Oregon

Dear Mr. Rew:

During the month of July, we received a brochure entitled "Suggested Changes in Proposed Agreement Map, Interstate 80N, Pendleton-Stanfield Junction". This brochure was signed by many of the property owners that would be affected by the proposed improvement of the Interstate freeway in this area.

We have thoroughly evaluated the recommendations contained in the brochure. Subsequent to this evaluation, we forwarded a request to the Bureau of Public Roads asking them to approve the addition of the items recommended by your organization. Bureau of Public Roads' personnel have thoroughly analyzed the information presented by you and by the State Highway Department.

By letter dated October 10 (a copy of which is enclosed), they have advised us that they cannot approve Federal participation in the facilities covered by Items A, C, E, F, J and K.

In the same letter, they did advise us that they would be agreeable to the construction of a full interchange at either Yoakum Road or Rew Road. We have conferred with the County officials involved concerning the location of this interchange and they appear to agree with our analysis that it will better serve the area if constructed at Yoakum Road.

We have also prevailed upon the Bureau of Public Roads to construct a grade separation structure only at Rew Road in lieu of a connecting frontage road between Yoakum Road and Rew Road. We believe that this treatment of providing the separation structure at Rew Road is superior to

the construction of a frontage road between the two roads. It is our understanding also that, if necessary, the County may undertake to construct the frontage road deleted by the addition of the New Road structure.

Under the circumstances, we must advise you that the State will present an agreement to the County in the very near future containing those provisions outlined in the two preceding paragraphs but without Items A, C, E, F, J and K recommended in your report.

We honestly feel that we have done everything in our power to convince the Bureau of the desirability of your recommendations. Since they have the final word in matters of this kind, there is nothing more that we can do.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBKiarb

Enc.

cc: The Honorable D. R. Cook, Umatilla County Judge (Enc.)

Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
L. H. Young
A. F. Parson

Form CO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 7, 1966

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(--)186
Stanfield Junction - Pendleton Section

Mr. Klaboe's letter dated October 20 requested our concurrence in the construction of a road separation structure at Rew Road to provide for continuity of the County road system. It is proposed that this separation structure be constructed in lieu of the proposed frontage between Rew Road and Yoakum Road. It is our understanding that the County is withholding its approval of the throughway agreement until a grade separation structure is provided at this location, which would retain the existing County road system in its present location.

In order to facilitate the construction of this vital link of I-80N, and since the 1965 Interstate Cost Estimate included a separation structure at this location, this office approves your request to provide a grade separation structure at Rew Road in lieu of a frontage road to Yoakum Road.

copies to
Morgan
Cook
Young
11-14-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

October 20, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Stanfield Junction-Pendleton Section, Old Oregon Trail Highway (I-80N), Umatilla County, Your File: 08-35-0A

Dear Sir:

Reference is made to your letter of October 10 in regard to the subject section.

While we do not agree that it is necessary to justify restoration of continuity of public road systems such as proposed by Items A, F and K, we propose to again approach the County on the basis of Items B, G and H. On Item D we propose to show a full interchange at Yoakum Road and a separation structure at Rew Elevator. County officials indicated that continuity of this road is more important than the alternate frontage road.

We are hopeful that we can obtain a County agreement on this basis and request your concurrence in construction of the grade separation on Rew Road for continuity of the road system.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
A. F. Parson (Enc.)

ADO:jr srb

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 10, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5( )143
Stanfield Junction - Pendleton Section
Old Oregon Trail Highway
Umatilla County Owners and Operators Committee's
Suggested Changes in the Proposed Agreement Map

Reference is made to Mr. Klaboe's letter of July 27, 1966, and the meeting attended by Mr. Morgan, Mr. Klaboe, and Mr. Barbee of your organization, plus Mr. Parsons, Mr. Brooks, Mr. Mathias, and Mr. Quesnel of our office.

The owners and operators requests are well made and we are sympathetic to the problems caused by freeway construction. However, as you know, we have to base our decisions on an economic justification of each facility. Using this as a basis, we cannot justify Federal participation in the facilities covered by Items A, C, E, F, J, and K. We have concurred in the facilities covered by Items B, G, and H.

In regard to Item D, We can concur in a full interchange at either Yokum Road or at the Rew Elevator. In addition, we can concur in the construction of a frontage road between the two county roads or an underpass structure at the county road not connected by the interchange, whichever is more economical. The Bureau's opposition to the split-diamond interchange was clearly set forth in Mr. Whitton's letter dated August 16, 1966, to the Honorable Al Ullman, a copy of which was sent to you.

B/ltr 11-2

copies to Olson Young 10-19-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

AUG 1 6 1966

23-12

Honorable Al Ullman
House of Representatives
Washington, D.C. 20515

Dear Mr. Ullman:

This is in reply to your letter of August 1 requesting explanation of our opposition to a split diamond interchange on Interstate Route 80N near Stanfield Junction.

In general, we find it safer and more efficient to provide all interchange movements necessary for through and local traffic on a single crossroad. It has been our experience through observation of operations at split interchanges that traffic desiring to make the movements for which there is no provision at the particular crossroad may attempt wrong-way movement on the ramps provided.

Our review of the State's presentation reveals no compelling reason to so experiment with traffic safety on this rural segment of I-80N. In addition, the increased traffic benefits which might accrue to local road users would not be enough to offset the costs of the additional overcrossing structure which would be required at Yoakum Road.

We hope you can appreciate our stand in this matter. The existing local road network and a proposed frontage road north of the Interstate route will provide reasonably adequate continuity for Yoakum Road traffic while the location of the interchange adjacent to the Rev Elevator will accommodate the main desires of interchanging traffic.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

cc:
B. M. French, Regional Engineer
A. W. Parsons, Division Engineer (2)

5-25-66
REFERRED TO
Barbee
By Asst. State Hwy. Engr.

Info

RECEIVED
AUG 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

B/up 2 cys 8/21

RECEIVED
NOV 15 1966

I-XOM-5(27)187
7017

November 14, 1966

Oregon State Highway Commission

Gentlemen:

The survey on the Stanfield Junction-Pendleton Section of the Old Oregon Trail (I-80N) in Umatilla County has been completed. A public hearing was held March 30, 1965, at which time the location of overcrossings and interchanges was introduced by the County. Pending approval of the Bureau of Public Roads and Umatilla County, the problems raised at the hearing will be resolved. The length of this section is 16.28 miles and a map is attached for your information.

The estimated cost of construction on this section is $3,000,000 and the estimated cost of right-of-way is $175,000, for a total estimated cost of $3,175,000.

We recommend your approval of the survey and request authority for the purchase of the necessary right-of-way, with construction to take place when funds are available. This matter will be on the agenda for the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attachment

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
D. H. Mohring
C. H. Maison
A. F. Parson

BG:jr bg

Survey adopted
May 1965

BEGINNING OF SURVEY
Sta. 1352+00

1379+91.45 Bk. Eq.
2681+37.10 Ahd.

T. 4 N.
T. 3 N.

STANFIELD

Umatilla

STANFIELD

PENDLETON

ATTEBURY RD.

WHITMORE RD.

LEXINGTON-ECHO HWY.

HWY.

ECHO

River

ECHO-HEPPNER RD.

NOLIN MARKET RD.

R.28E.
R.29E.

R.29E.
R.30E.

Relocated A

VAR. OPEN MED.

6' 12' 12' 10'
4' 2'

TYPICAL HALF SECTION
4-LANE FREEWAY

Public Hearing
System Action
County
State Highway Comm
Bureau of Public Ro

Throughway Resolution
Access Control

APPROV
ORIGINAL
R. L. PORT

DEPUTY STATE HIGHWAY
Date: NOV 14

16.28 Mi.

1R-4-195

ng ___ March 30, 1965 ___
ion
___ None Required ___
ghway Commission None Required
of Public Roads None Required

Resolution ___ None Required
trol ___ Complete ___

APPROVED
ORIGINAL SIGNED
R. L. PORTER
ATE HIGHWAY ENGINEER
NOV 14 1966

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

STANFIELD JCT. ~ PENDLETON

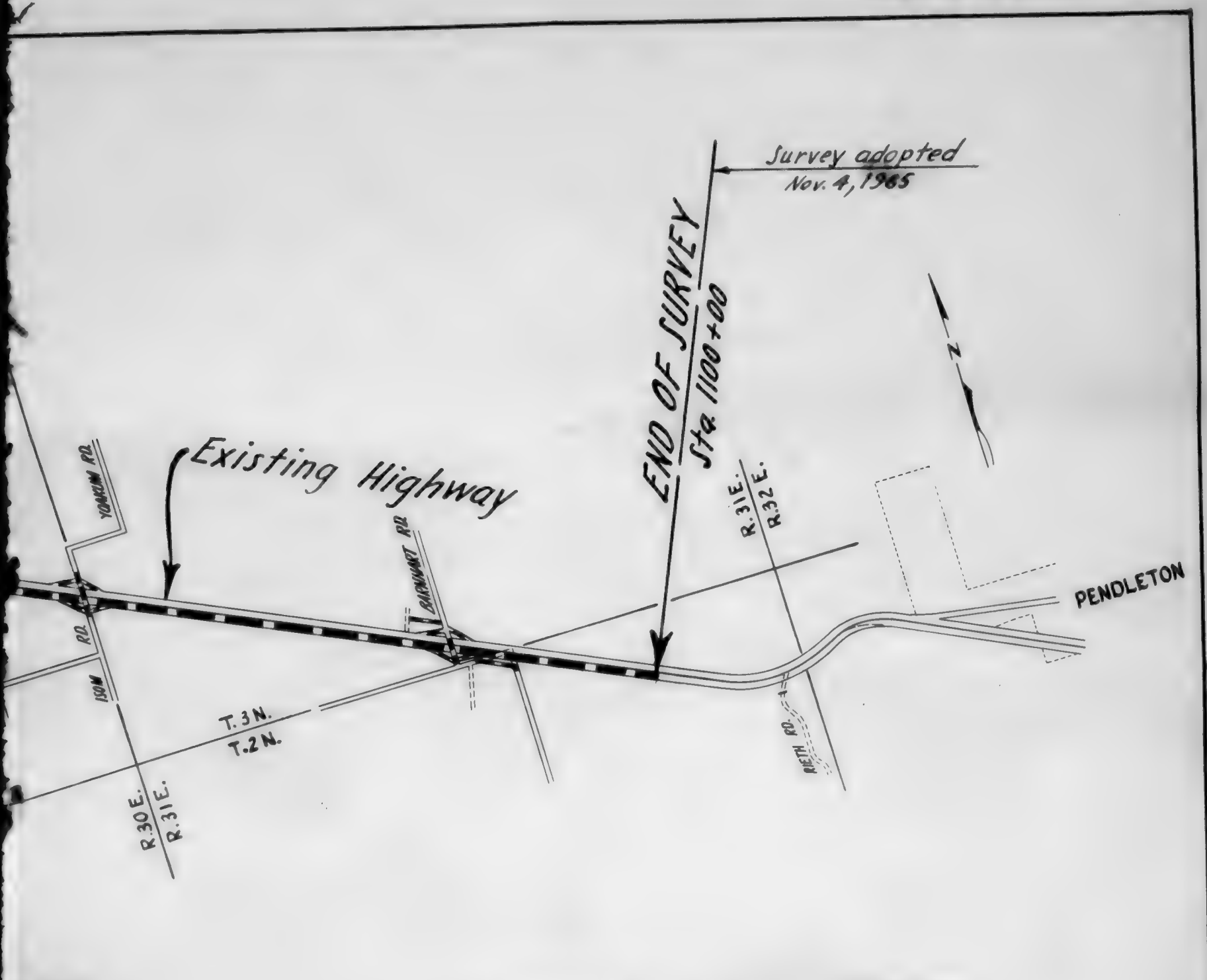
OLD OREGON TRAIL (I-80N)

UMATILLA COUNTY

Scale: 1" = 7,000' ± March 1966

DRG. NO. 1R-4-195

1R-4-195



30, 1965 — —

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OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

STANFIELD JCT. ~ PENDLETON SEC.

OLD OREGON TRAIL (I-80N)

UMATILLA COUNTY

Scale: 1" = 7,000' ± March 1966

DRG. NO. 1R-4-195

6-14-66

SUPPLEMENTAL LIAISON REPORT

STANFIELD JUNCTION - AIRPORT ROAD SECTION

Ranch Owners Requesting Added Land

Mr. Coulter and Mr. Snell, of this division, requested that a meeting be arranged with the area's grain ranchers to find out their currently refined wishes for grade separation structures to serve their needs.

After studying the 1963 Liaison Report made by Verne Allen, I contacted Mr. Ronald New, who is one of the large ranch operators, and a recently retired lawyer. Mr. New made arrangements for a representative group to meet with Mr. Coulter and myself at his home on Thursday evening, May 26, 1966.

The men attending this meeting are, active operators of major holdings, and the General Manager of Pendleton Grain Growers Coop.

Mr. Glen Rohde	Mr. Marsh Meyers	Mr. James Hill, Jr. - Mgr.,
Mr. Leon Reese	Mr. Ronald Rew	P.G.G. Coop

Mr. Marsh Meyers presented the groups wishes by itemizing and explaining the need for land services as shown on the attached map.

Prior to this meeting, Mr. Coulter and I met with Bureau of Public Roads people, Charles Mathias, and their Regional Appraiser, Adolph Susan, for an up-dated discussion of compensatory operational damages. One type of problem is: Could a rancher be reimbursed because he would be required to buy a dual axel implement trailer and/or truck to haul his steel track type tractors over the concrete structures to farm the severed portion of his ranch. In effect, no damages will be allowed by the Bureau. In these types of large and scattered operations, we have already recognized that circuity of travel is non-compensable.

ITEM #I

Calls for an underpass to serve the Hudeman and Peters properties. Irrigation is being developed, and the claim is that more intensive farming (row crops) will be planted, requiring frequent passage. This underpass would re-establish a small county road. A culvert for irrigation would be justified, but a structure to accommodate farm vehicles could not be justified by land economics. The Stanfield Interchange is about one half mile away, and the balance of these properties are adequately served by county roads.

ITEM #II

Requests a box culvert large enough (12' x 12') to accommodate some farm vehicles. [illegible] passage would serve the complex operations of the Meyers family. Here again, culverts for irrigation would be justified if irrigation develops prior to construction. Anything larger could not be justified, as the area is adequately

served by county roads, and by the Echo - Lexington Interchange. A frontage road will be constructed to re-establish access to two of the Meyer homesites. This road will start at the Echo Interchange. It will parallel the northerly right of way line, and run west to the homesite on the Claude Meyer property.

ITEM #III

Requests the building of an overcrossing on a seldom used county road. This is not justified, as an undercrossing, one mile west at Nolin Road, will adequately serve this area.

ITEM #IV

Requests a box culvert at approximate station 710, of minimum dimensions, 12' x 14'. This underpass could serve two small severed acreages of the Hevel and Struve ownerships (35 acres of poor quality land belonging to Hevel on the south side of the right of way, and 33 acres of $150 per acre grain land belonging to Struve on the north side of the right of way). This structure would still leave these two ownerships landlocked, and it is not justified. The ownerships do not have improvements. They could be adequately served by purchasing right of way easements only (no construction) running westerly one half mile from Sievers County Road #288, also known as the Rew Elevator Road.

ITEM #V

Requests a box culvert at least 12' x 14', at approximate station 885, which would serve severed portions of the Rew and Sory estates. The severance will leave upwards of 200 acres belonging to the ownerships on each side of the proposed freeway. The request is not justified. The Rew Estate will be served by Yoakum County Road, and an interchange at this crossing. The severed portions of the Sory Estate can be provided with adequate access by purchasing right of way easement only (no construction) leading to the remainders from county roads. The Sory property does not have improvements, and is farmed by a neighbor, Mr. Isom. The right of way easements serving the Sory property would also serve as access to an adjoining half section of land owned by Shirley Temple.

ITEM #VI

Requests an overhead crossing of the freeway. It appears to be at least 1½ miles beyond the end of this project. There is about 200 acres of wheat land on the north side, without improvements. The cost of an overhead structure is not justified. None of the three farms which could use this structure - Brown, Brogoitti, and Forth, own on both sides of the highway, and there are no roads which could connect to the approaches.

Mrs. Brogoitti is related to the Browns, but this property has been farmed under lease to Coppinger. Forth and Brogoitti will have adequate access via Reith Road and Barnhart Road. The Brown ownership can be provided with a farm access by purchasing right of way easement only along the west border of Section 31. The county road at this point leads directly to the Pendleton Airport.

[illegible] DIAMOND INTERCHANGE

Rew Elevator Road to Yoakum County Road

A very strong presentation for this type of interchange was made by the entire group. It appears this is a matter of keeping the community "whole" rather than individual land economics. To begin with, the group believed that if one complete interchange only were to be constructed, it should be at Yoakum County Road. This is the main north - south road for the larger community on a year around basis. On the other hand, 90+% of the community is engaged in grain farming, and the Rew elevator is the only commercial grain storage serving the area. At harvest, when time is of the essence, more than half of the tonnage received will be required to travel three extra miles. Combining will obviously be slowed down. Delivery of grain from the elevator moves by large truck and trailer northwest to the Columbia River ports. This will also result in added costs to the grain operation.

It is Mr. Coulter's and my understanding that the grain growers group will present their request in writing to the Highway Commission.

L. F. Sheridan
Liaison Agent

LFS/pg

DIST: A.F.Parson (2)
D.H.Moehring (1)
Dist. R/W Files (2)

Oregon State Highway Dept.

Stanfield

Echo-Int.

Rohde-Co.Rd.
will underpass

Ranch Owners Request for
Land Services

Stanfield

Echo-Int.

Rohde. Co. Rd.
will underpass

Item I

Item II

Item III

Item IV

Item V

Vakum Co Rd
Principal North-South Travel Route

Rohde-Co Rd.
will Interpass
Rew
Elevator

Vakum Co Rd
Principal North-South Travel Route

esT for Added
rvices

Item IV

Item V

End of Project
STA 1118+35

Per
Ai

300 - N

Corbett

Corbett

1379+91.4

268+36.1

EQUATION

Fluvanna Ditch

Fluvanna Ditch

33

17

8

Dearhorse

1350

Sixteen Acres

Glen Mar

76-23 Corbin

32

18

Mendenhall

Mendenhall

Pine

7

T.4N., R.29E.

T.4N., R.28E.

Powell

31

76°08'40"

Found

Temple

1250

Lane

12

13

3

Mavs Meyer

Peter Meyers

2

(ITEM 2)

Frontage Road

250

21

300

350

S. 76° 10' E.

76° 03'

10 Filler Pit
IR1 - 1715

Peter's Estate

Meyers Family

Good year

Coppinger

9

ECHO

15

16

STANFIELD - PENDLETON HWY.

Umatilla

22

23

21

9

Seese 8

Found Nolin Rd

Mavs Meyers

7

ECHO INTERCHANGE

ITEM #1

Road: 21-

476+12.1

500

77°00-

550

Rohde

16

Found

600

65°45-

Found

Ca Rd Conn.

18

Vollendorff

Found

Goodyear

Homer Coppinger

19

24

Vollendorff

29

30

25

SILVER Co. Rd.

Found

R/W Easement
No Construction
(ITEM #4)

Ronald R.

Temple

Found

R/W Easement
No Const.
(ITEM #4)

Rohde

Moll

Struve Es

13

24

25

35

34

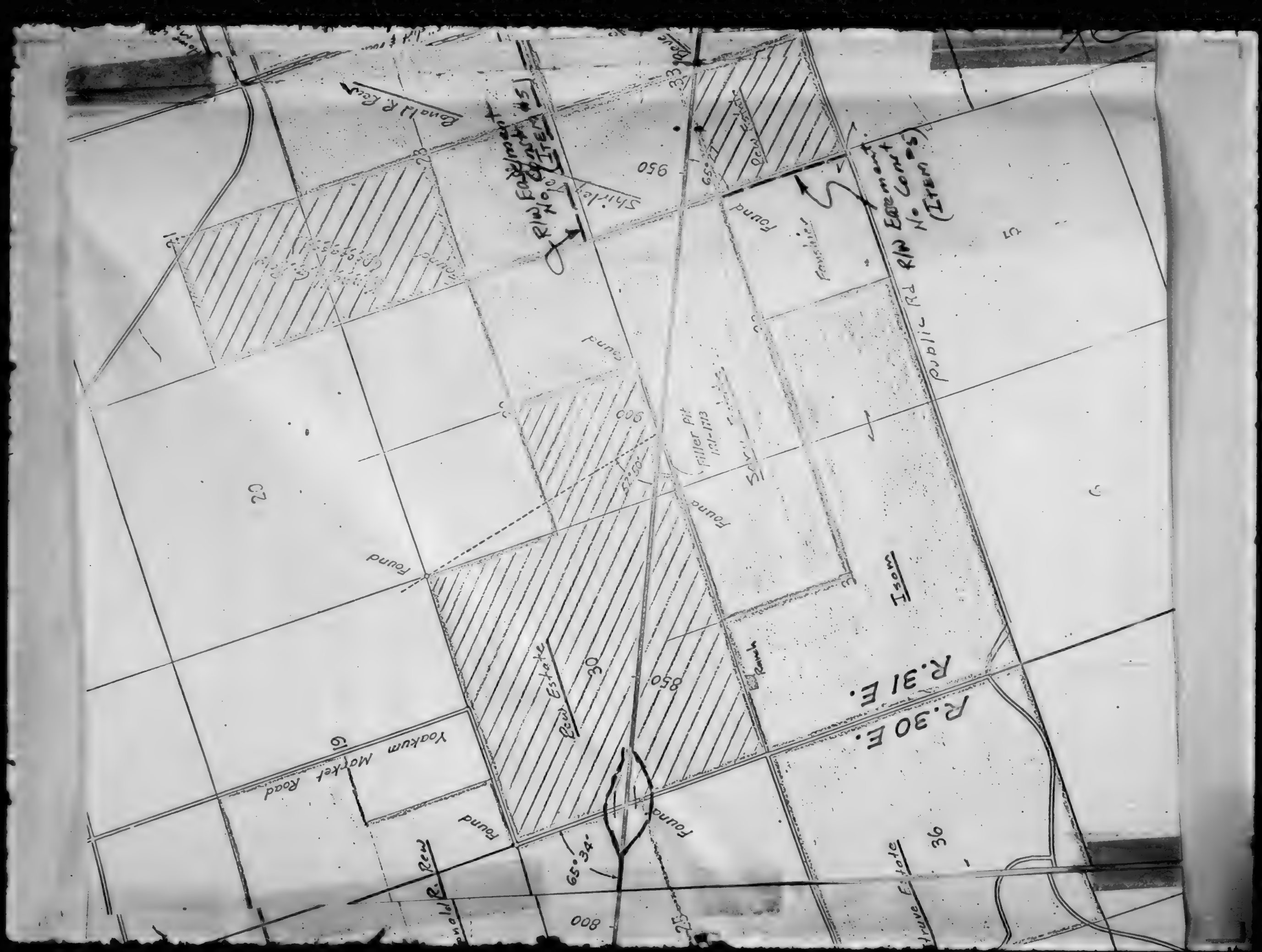
28

65°13'

65°21'

150'

800


R.W. Easement No. 0.0 (Item #5)
R/W Easement No. Comm. (Item #5)
Donald R. Rew
Shirley
Found
950
900
850
800
Filler pit
Yoakum Market Road
Rew Estate
Isom
Grave Estate
R.30 E.
R.31 E.
36
30
C2

Found
Found
Found

AIRPORT
PENDLETON AIRPORT
HIGHWAY
City of Pendleton
Nelson Cr.
Hwy.
Broadith
Brown
Found
UNION
PACIFIC
McKay
O.S.H.P.
1300
1350
250
32
33
30
31
4
5
7
8
17
18
1
STA. 1116+85

AIRPORT

PENDLETON AIRPORT HIGHWAY

City of Pendleton

Nelson Cr.

Pendleton Cold Springs Hwy.

Broadhi

Found

Brown

Broadhi

PACIFIC

UNION

Creek

32

33

4

5

7

8

9

11

18

1300

1350

250

N.

W.

E.

S.

Klaboe

RECEIVED
JUN 24 1966
FOR FILING

FORM 8-070-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 3, 1966

SUBJECT: Stanfield Jct.-Pendleton Airport Jct.
Old Oregon Trail Highway

To:

Memo to the file:

At a meeting between representatives of the department and Umatilla County on May 17, 1966, and in other conversations, the county judge mentioned a proposal that some of the farmers between Stanfield Jct. and Pendleton wanted to make to the department for our consideration. Following this meeting, Mr. Klaboe requested that I investigate this proposal and determine what was being suggested and a study of any possible land services that could be justified.

On the evening of May 26, in company with Mr. L. F. Sheridan, our Division Right of Way Liaison Agent, I met with the apparent leaders of this group of farmers at the home of Mr. Ronald Rew. Also a Mr. Jim Hill from the Pendleton Grain Growers was in attendance. These farmers have been accustomed to operating their farms using grade crossings of the existing highway to get from a field on one side to a field on the other. They are proposing construction of enlarged drainage structures and addition of some grade separation structures to provide a means whereby they would be able to continue to operate their spreads with a minimum of inconvenience and added operation cost. In general their proposals are as follows. (Refer to attachment to proposed county agreement).

1. Construct a grade separation structure at the Atterbury Road (about station 285) - this would be used by operators of the Hudeman property and of the Peters property. At the present time the Stanfield Irrigation District is selling water to farmers in this area. It is probable that more and more irrigation will take place and that we will see an increase in row crop activity principally near the west end of this section. Contrary to the farmers statements, it would seem to me that increased row crop activity would decrease the increased operational cost resulting from separation of this property. It is possible that increased irrigation could result in a need for more culverts to carry this type water from one side of the highway to the other.

2. An undercrossing near station 360 - this would serve the operators of the Peters and the Meyers properties. Our plans as submitted recommend extending an existing 24-inch culvert in this vicinity. Flood elevations from December 1964 may warrant a slight increase in size.

3. A conviction that the Nolin County Road (about station 594) should be carried under the freeway instead of over as suggested in the sketch map attached to the proposed county agreement. Teletype information received from our construction division indicates that to date there has been no change in our location proposal which had the county road under the freeway at this grade separation.

Memo to the files June 3, 1966

4. Construct a grade separation structure at about station 650. This would provide a crossing for use by the Reese and Rhode holdings and reportedly a better grade for grain hauling to the Rew Elevator from that land south and west of this point than the grade along the east-west road two miles southerly of this point. We have not reviewed the county road running east and west recently but the north-south road at this point southerly of the highway is unimproved and in no condition for any quantity of grain hauling.

5. Construction of an enlarged drainage structure in the vicinity of station 705 that would provide crossing for severed parcels in the Hevel and Struve properties. In some ways this would appear to have more justification than some others in that both the Hevel and Struve properties are truly severed from any existing public access by construction of our freeway. However, we can determine no economical justification for constructing this structure. The apparent damages to the property would not even approach the cost of increasing the size of a drainage structure from the existing 24" pipe to something capable of handling farm type machinery.

6. Modification of the proposed access and frontage road to the scheme as was once proposed at a meeting between the department and farmers involving two separation structures, a frontage road between the Rew Road and Isom Road with a half interchange at each end (the split diamond that has previously been discussed). It is the strong conviction of the farmers and the Pendleton Grain Growers that this split diamond pattern would permit the continuation of existing traffic movements with a minimum of interference. This proposal provides virtually no interference with traffic between the ranch homes in this area and any destination east or west along the highway. It requires the smallest amount of out-of-direction travel for grain hauling either to or from the Rew Elevator and would best solve the problem as to location of an interchange in the general vicinity. It was even suggested by one of the ranchers that a rest area might be constructed along the frontage road between the two halves of this interchange that would be strategically located half way between Pendleton and the new rest area west of Stanfield Jct. It is our understanding that the proposed split diamond has previously been discussed with the B.P.R. attempting to obtain their concurrence in this design and the department's attempts have been unsuccessful. All our convictions regarding the desirability of this proposal have previously been stated and need not be repeated at this time. During the discussion, Mr. Rew mentioned in passing something about possible damage to the elevator if the proposed interchange was moved to Yoakum Road; at the same time agreeing that the Yoakum Road location is the proper one as far as serving people in the area. The Yoakum Road provides a main connection to most of the existing roads both north and south of the highway. It was pointed out that the tonnage figures presented at the public hearing for the section did not include weights of all agricultural products (apparently overlooking the livestock movements from the area north of this Yoakum Road to market and the feed and other products hauled from such locations as Pendleton Grain Growers Feedville into this area). They even thought that some of the grain that presently comes out over this Yoakum Road was not included in the presentation at the public hearing. Mr. Hill from the Pendleton Grain Growers conceded that an interchange at the Yoakum Road would much better serve the property owners in the area, who are basically their customers, but that no separation at the Rew Road would result in considerable additional operating expense to their organization. It is his conviction that if the split diamond cannot be obtained the best alternate solution would be grade separation structures at both the Rew Road and the Yoakum Road and construction of the interchange at the Yoakum Road (construction

of the grade separation structure near the elevator instead of building of the frontage road along the north side of the freeway).

7. Construction of an enlarged drainage structure near station 875. This structure would serve the Rew holdings and the Sory holdings. But, again we cannot justify the cost of increasing a four foot culvert to a structure capable of handling farm machinery.

8. The farmers present were not too specific regarding exactly what was proposed except that this would involve a grade separation structure somewhere in the vicinity of station 1150 that would provide access to both sides of the freeway from an existing county road going up Reith Ridge. This would provide access to the Brown holdings, which would otherwise be severed, and better access to the Gorger property. At the public hearing for the Morrow County Line-Pendleton Section, Mr. Gorger mentioned his conviction that to operate his ranch, crossings would be necessary. He also construes the writing in his deed as part of our right of way file No. 22936 to mean that he has legal rights of access that we must either keep or replace by construction of frontage roads. It has been our conviction that regardless of what rights have been granted by the State through previous right of way negotiations, any of these can be purchased by the State exercising its right of eminent domain.

In talking to the farmers present at this meeting, Mr. Marshall Meyers, Mr. Leon Reese, Mr. Rhode, as well as Messrs. Hill and Rew mentioned above, they pointed out that much of the farming in this area is done not by deeded ownerships, but by lease arrangements and farming of family holdings by one concern. Of the various ranchers, only one Mr. Coppinger is equipped for transporting grain growing equipment along public roads. He, as part of his operations, farms not only his deeded property but that under the name of Mall, Brown, Severs and Goodyear. The Rews farm all of the Rew property under various names as well as that under the name of Temple and Orem. Mr. Isom farms not only the property in his name but also that of the Struve estate and the Sory property. All of the Reese holdings, regardless of the individual deeded owners name, are farmed as one operation and there is some joint farming of at least most of the Meyers property.

Prior to this meeting, some information has been obtained regarding the dimensions of the farm machinery presently in use through this area. Self-propelled combines vary up to about 17 feet in width with the headers removed and will measure something over 21 feet with headers attached. The vertical dimensions vary up to 15 feet. The seed drills usually come in multiples of 10 1/2 and 12 feet; rod weeders are used in multiples of 12 1/2 to 14 feet. Spring tooth harrows come in narrow sections that are somewhat difficult to separate but could be split into any reasonable width. Present gangs of 16 sections make an overall width of 45 feet. The big plows when operating in pairs have a width of about 16 feet but can be split in two. The most common tractor in use through this area is of the size of a current model Caterpillar D-6. Very few D-4's are still used. Some of the ranchers in the area, and probably more will in the future, go to at least partial use of rubber tired tractors capable of pulling the same type of equipment as can this size crawler tractor. A structure to receive much use should be ten feet or so high and about 15 feet wide.

I believe it is reasonable to assume that we will see over the coming years an increased use of irrigation in this, as well as practically all, agricultural land. Information from these farmers indicated that there is sufficient water in the Umatilla drainage to irrigate an additional 43,000 acres.

Memo to the file June 3, 1966

Prior to attending this meeting with this group in Pendleton, several discussions were had with various people in our department and the Bureau of Public Roads regarding the effect of our taking on the remaining holdings in the ranches along this route. The report from our local right of way division should be forthcoming in answer to my request that they re-examine the analysis made during the right of way liaison study for this section that was prepared while the location survey was underway. However the people with whom the right of way damages have been discussed including Carl Smith, our review appraiser, B.P.R. right of way men from the Oregon division and from the regional office, as well as people from this division are in agreement that the market value of the severed parcels will remain the same whether structures are built to provide a direct connection from opposite sides of the freeway or not. The only possible damages that might have accrued to these properties are operational in nature. I am advised that operational damages are not compensable under our statutes. Therefore, since there are no compensable damages being sustained by the adjacent properties because of our right of way taking, there are no funds that can be used for justifying any additional expense in the providing of land services in the way of under or overcrossings along this section.

The only places where additional facilities might be constructed that would provide better land service is in the area of continuation of public road systems. In these areas where because of existing traffic patterns as well as projected future traffic movements within the near future, the severing of existing roads could result in sufficient additional cost to the road user over a period of time to where this cost would justify the added expense of providing a structure to avoid severing a particular road. This severing of existing roads occurs at or near the site of proposals 1, 4, 6 and 8 mentioned above. Of these, we cannot see sufficient use of the suggested structure at locations 1 and 4 to justify even a fraction of the cost of providing a structure. The possible additional structure involved in connection with the Rew Elevator and for Yoakum Road Interchange has been discussed. At the location of proposal 8, this structure would provide access to the Brown holdings which otherwise would have no public access and the cost of constructing a frontage road from the north side of such a separation structure to the driveway into the Gorger residence would be less than the cost of constructing such a road at an alternate location; any one of three that was considered during the location study. This saving in cost could be used to partially justify such a separation structure. We do not think, however, that there is sufficient benefit involved to warrant building of a county road structure in this vicinity.

H. S. Coulter
Assistant Division Engineer

HSC:dj

cc: F. D. Morgan
F. B. Klaboe
H. W. Snell

RECEIVED
JUN 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 - 1966
FOR FILING
I-ION-5(22)187
7017

654

Salem, Oregon 97310
May 31, 1966

Mr. G. L. Decker
Ass't. Construction Engineer
B U I L D I N G

Stanfield Junction-
Pendleton Airport Section,
Interstate 80N

Reference is made to your letter of April 19 in which you recommend that the slip form method of paving be allowed on this project as an alternate.

I assume that you are, therefore, entirely satisfied that a good job can be successfully accomplished by slip form methods where continuous reinforcement is required. If so, I will approve the use of the slip form method as an alternate for this project.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

FORM E-30 50M 3-65 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1966

SUBJECT: (Assignment: FBK-654)
Stanfield Junction-Pendleton Airport Section
Pavement Selection

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

My thinking on the use of slip-form paving is based on very limited observation of actual operations, driving over and inspecting considerable mileage of completed work, and study of the literature.

The trend is away from the use of forms. California reports (H.R. Record Number 98) that all major paving contractors, except one, have abandoned the use of side-forms in favor of slip-form.

Used extensively in Iowa, Colorado, Oklahoma and California slip-form paving has been tried in 20 other states. Contractors' general preference for slip-form is attributed to a more efficient operation and less capital investment.

The method is versatile and has been used successfully in all types of P.C.C.

From observation of the finished product it appears a better quality of surface texture is obtained. It is believed this comes about from the mix being confined into its final form at high densities with very little, if any, overworking and finishing of the surface required.

The slip-form method has been used successfully (Texas - Mississippi) where continuous reinforcement was required. The riding qualities are reported to be equal to or superior to those obtained from formed pavements. The riding qualities of sections observed in California can be classed from fair to excellent.

The number of companies manufacturing slip-form equipment has increased in recent years. A job the size of the Stanfield East Section should attract bidding

from contractors who have slip-form equipment available. A reduction in cost could result, with quality equal to or better than formed concrete.

For these reasons I concur in the recommendation that slip-form be allowed as an alternate.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond

(for) G. L. Decker
Assistant Construction Engineer

GLD:bjm

Form CD-121 (11-63) (Prev. by A.O. 306-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 4, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

SUBJECT: Oregon Project I-80N-5(-)186
Stanfield Junction - Pendleton Airport
Pavement Selection

Reference is made to Mr. Klaboe's March 4, 1966 letter on this subject.

We concur in your selection of the use of continuously reinforced PCC pavement on the subject section.

However, we offer the following comments concerning the actual construction of the pavement. Recent advances in slip form paving have been made and it now appears that it would be to the State's benefit if this paving procedure were allowed. During a recent workshop put on by the American Paving Association and the Portland Cement Association evidence was presented that indicated:

1. Pavement placed under this method gave a 50 cents per square yard price advantage over other methods of placing concrete pavement.

2. The slip form paver is being used successfully for continuously reinforced PCC.

3. If properly used and careful control is exercised in finishing the base, a surface superior to the form poured concrete can be obtained.

We recommend that you consider the inclusion of a special provision allowing the use of the slip form paving as an alternate.

RECEIVED
APR 1966
OFFICE OF
HIGHWAY ENGINEER

Answered by
Mr Gaw
Yakima
4-12-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 27 1966

FORM E-10X ... SP*23500-734

I-80N-5(7)182

7017

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1966

SUBJECT: Stanfield Junction-
Rieth Hill, I-80N

648 To: Mr. F. D. Morgan
Construction Engineer
C O N S T R U C T I O N
Attn: Mr. D. J. Barbee

NOTED
F. B. KLABOE

Attached is a copy of a letter dated May 19 which I received from Mr. Klaboe. Would you please furnish this office with a description of the right of way which we will need from the Pendleton Grain Growers at Rew Elevator.

I do not know where the $100,000 figure mentioned in Mr. Klaboe's letter originated, as our liaison data indicates that the taking from the Elevator property is estimated to cost $100. I presume that if our taking was of such a nature as to render the Elevator inoperable then the damage might be in the $100,000 area.

The plan upon which our liaison estimate was based indicated a 60-foot distance between the proposed right-of-way line and the Elevator building.

If title evidences are needed, please advise and we will contact the local title company and secure the necessary information for you.

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JP

cc: F. B. Klaboe
G. E. Rohde

RECEIVED
MAY 25 ...
OFFICE OF
STATE HIGHWAY ...

RECEIVED
MAY 20 1966
HWY. DIV.
I-80N-5(22)187
11277

Salem, Oregon 97310
May 19, 1966

Stanfield Junction-
Rieth Hill, I-80N

Mr. D. M. Moehring
Right of Way Engineer
B U I L D I N G

At the request of the Umatilla County Court, I would like to move the Rew Elevator Interchange to what is called Yocum Road (or Iscm Road or Stage Gulch Road) one mile east. We would also construct a frontage road on the north side back from Yocum Road to the Rew Elevator.

But, I am advised that you consider that we would be stuck with over $100,000 for purchasing the access rights that the Rew Elevator owners now have to US30. Bear in mind that their access is not constructed to US30, but to Rew Road, which in turn intersects US30. Also bear in mind that the Bureau of Public Roads would not participate under the 6K law.

If my information is accurate, please attempt to negotiate with the Rew Elevator owners now for the right-of-way we need and for extinguishment of the access. The owners should be advised that if we can buy the access rights for little or nothing, we will move the interchange. Otherwise, we may not.

Incidentally, the Judge advised me that the request to move the interchange comes mainly from the owners of the elevator.

If you need any more information, please see me.

F. E. Kiaboe
Assistant State Highway Engineer

FEK:srb

cc: Forrest Cooper
R. L. Porter
H. S. Cox
F. D. Morgan
A. F. Parsons

RECEIVED
MAY 17 1966
FOR FILING
I-80N-5(27)187
'101'7

May 10, 1966

Mr. Leo Gorger
Post Office Box 567
Pendleton, Oregon

Dear Mr. Gorger:

Re: Stanfield Junction-Rieth Hill
Section, Old Oregon Trail
Highway, Umatilla County

Further reference is made to your letter of April 19 in regard to service facilities in the vicinity of your property.

The major problem of connections and service for the county roads, which intersect the proposed freeway, has not been settled with the County or the Bureau of Public Roads; therefore, we cannot be sure how service can best be provided to get you from your home to Pendleton or onto the freeway. Until this matter of public road access has been settled, we can do nothing to finalize any of the many individual private access problems that exist along this section since they will depend primarily on the future public road patterns.

NOTED
F. B. KLABOE

We regret that we cannot give you the data you desire since we, too, would like to complete our planning on this section. We will be happy to discuss this with you at a later date when resolution of the many access problems begins to take shape.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan

ADO:jp srb

3-35

APR 21 66

Pendleton, Oregon
April 19, 1966

Forrest Cooper
State Highway Department
Salem, Oregon

Dear Mr. Cooper,

As the relocation of Highway 30 draws nearer, it is necessary to request clarification of my position as a landowner regarding the designing and construction of Highway 80 North.

My land lies on Rieth Ridge five miles west of Pendleton with cropland on both sides of Highway 30 as it exists now. In the most recent map of the proposed route of Highway 80 N, there is no provision made at all for an interchange, underpass, overpass or even egress to my land on the south side of the proposed highway.

I have in my possession deeded accesses from the state highway department duly recorded at the Umatilla County Courthouse in 1955 which provides me with six accesses 40 feet wide and four more accesses 80 feet wide. Of these ten, there are six on the north side of existing Highway 30 and four on the south side. These are all a matter of public record and may be examined at the courthouse at any time.

Since operation of my ranch depends on being able to transport my equipment and harvested crops to my land on the south side of the highway from my farm buildings and storage on the north side, I naturally feel apprehensive about adequate provisions for that transporting when the new proposed route is constructed. Also we will have to be provided with some kind of a frontage road for getting to and from Pendleton and onto the freeway, none of which has been shown on the map which is now here in Pendleton for examination.

Will you please give me some clarified picture of the provisions I may expect from the proposed new highway route before the designing is advanced any further?

Sincerely,

Leo Gorger

Leo Gorger
Box 567
Pendleton, Oregon

RECEIVED
APR 21 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 21 1966
STATE

Borger property

This ownership of approximately 2,300 acres is comprised of Section 35 and 36, T3N, R31E, the major portions of Section 1 and 2 and a small part of Section 3 in T2N, R31E. This is one of the better ranches in the area and has some of the best land in the area. Improvements, with a value of approximately $100,000 lying northerly of Station 1110+00 approximately one-fourth mile from the highway. Access to the property is via gravel road from Station 1110+00.

All of this property, except 360 acres, lies northerly of the present highway. This northerly portion will suffer damages to the improvements up to the amount of the cost of securing right of way and building an adequate access road to the improvements. Two possible access roads would be built into these improvements One would be along the northerly right of way line of the freeway from Station 1000 westerly to the present access road at approximately Station 1110+00. This would be a distance of approximately two miles. The other would be from the improvements in a northeasterly direction to County Road 109. This latter road would be through his wheat fileds, but it is worthy of consideration for it might also be made to serve the Brown property located in the Easterly part of Section 1, which will also be landlocked.

The southerly 360 acres, which will be separated from the major holdings, contains some of the best wheat land in the area. For this reason and the fact that there are three adjacent owners to this propperty, I believe this portion of the property would be readily saleable on the open market for market value.

Assuming the State will re-establish an access to the improvements on the norhterly side of the highway, the owner's main concern will be in farming and getting equipment to the 300 acres lying southerly of the highway.

The State, in considering the purchase from this owner, would consider only the cost of the land needed. The re-establishing of access to the improvements and assume that there would be no damage to the remainder of the property.

*Construction of Access: 10,000 feet @ $1.33 $13,300.00
(Justified by Improvements)

Purchase of severed parcel: southerly 360 ac. @ $250 $90,000.00

Trade possible with Brown

* The access could possibly changed to also serve the Brown property.

Railroad Switch

COPPINGER

35

36

GORGER

T.3 N.

T. 2 N.

Access Road

CITY of Pendelton

BROWN

FORTH

BROGOITTI

R.31 E.

R.32 E.

11

12

RECEIVED
MAR 8 - 1966
FOR FILING

I-82N-5(-)186
7017

179
350

March 4, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Documentation of Pavement Selection, Oregon I-82N-5(-)186 Stanfield Junction-Pendleton Airport

Dear Sir:

Your January 13 Memorandum requested resubmission of pavement type selection data for the subject section, taking into consideration comments in memoranda from Hugh B. Henry, Regional Design Engineer, Portland; D. W. Loutzenheiser, Chief Highway Standards and Design Division, Washington; and C. A. Carpenter, Chief Materials Division, Washington.

Mr. Henry questions interest charges being used, and the period for which they are applied. Revised Present Worth Cost figures, based on 1965 average prices and current maintenance costs have recently been handed to you and will clarify this. An analysis period of 25 years is used. No interest rate is applied on initial costs. Five percent (5%) compound interest is applied to maintenance cost and on the cost of resurfacing flexible movements. In turn, a salvage value is allowed on resurfacing costs. The initial cost, therefore, is the predominant factor determining comparison figures.

Mr. Loutzenheiser questioned several points:

1. Correction of "R" values for silt content by extrapolation, while conceding some correction may be needed. Correction by extrapolation is admittedly open to question. Additional soil samples have been obtained and laboratory tests have been carried through moisture contents which make extrapolation unnecessary. Selected design "R" values are now within the range of test values obtained. No extrapolations have been made to obtain a design value. This procedure will be followed henceforth.

2. Reference to article on silty soil "R" values by Hveem, Zube, Bridges and Forsyth of California. This paper discusses resiliometer tests to determine the strength of silty soils. We are unaware of any conclusions on results of this experiment.

3. Reference to New Mexico Structural Design Guide for Flexible pavements. In this manual it is noted that the stabilometer test is run on saturated soils. Also, that regional factors from 2.0 to 3.5 are assigned to conditions where frost penetration reaches 5 inches or more. Comparisons are of interest.

Using New Mexico's highest strength coefficients shown applied to their minimum structural designs for heavy traffic gives a structural number SN of 4.43.

Oregon's minimum design for Interstate requires 24½ inches crushed base equivalent, with the following design:

		CBE		
2"	AC	x 2.0	=	4
3½"	AC	x 2.0	=	7
3"	Bit. Base	x 1.83	=	5½
8"	Crushed Base	x 1.0	=	8
				24½ inches C.B.E.

Applying New Mexico's strength coefficients to Oregon's section gives the following:

2"	AC	x .45	=	.9
3½"	AC	x .45	=	1.575
3"	Bit. Base	x .30	=	.9
8"	Crushed Base	x .15	=	1.2
				4.575 Structural No.

Applying AASHO's strength coefficients gives the following:

2"	AC	x .44	=	.88
3½"	AC	x .44	=	1.54
3"	Bit. Base	x .34	=	1.02
8"	Crushed Base	x .14	=	1.12
				4.56 Structural No.

It would appear the above minimum designs are in close agreement.

4. Analysis of pavement types. The soil support of 4.0 and regional factor of 1 used in this analysis gives a structural number of 4.0. However, strength coefficients shown applied to depths shown gives a structural number of 4.54.

Working against an SN value of 4.0 and using the strength coefficients shown would result in the following section.

5.5	inches HMAC Surface	x 0.40 =	2.20	
3.0	inches HMAC Base	x 0.30 =	.90	
7½	inches Crushed Stone	x 0.12 =	.90	
			4.00	SN

Using AASHO strength coefficients would result in the following:

5.5	inches HMAC Surface	x 0.44 =	2.42	
3.0	inches HMAC Base	x 0.30 =	.90	
4.857	inches Base Rock	x 0.14 =	.68	
			4.00	SN

Both of the above designs show less base rock than our minimum, and would be inadequate for the subject section.

Using an "R" value of 9 (S value of 3.3) Serviceability Index of 2.5, Equivalent Daily 18 K single axle load applications of 346.7 (figures for subject section) and regional factor of 3.5 gives a weighted structural number (SN) of 5.4 from the New Mexico design chart, and applying their strength coefficients to a design closely approaching Oregon's would give the following:

½"	Plant Mix Seal	x .125	=	0.125
4½"	AC	x 0.375(AV)	=	1.688
4"	A.T.B.C.	x 0.30	=	1.20
15.9"	Base Rock	x 0.15	=	2.387
		Structural Number		5.4

Applying New Mexico's coefficients to Oregon's design would give the following:

5½"	AC	x 0.375(AV)	=	2.06
3"	P.M.B.B.	x 0.30	=	.90
16.27"	Base Rock	x 0.15	=	2.44
		Structural Number		5.4

Using the same governing criteria and AASHO design chart gives a structural number of 5.2. Applying the strength coefficients suggested by Mr. Loutsenheiser to Oregon's design would give the following:

5½"	AC	x 0.40	=	2.2
3"	P.M.B.B.	x 0.30	=	.90
17.5"	Base Rock	x 0.12	=	2.1
		Structural No.		5.2

5. Difference in rigid pavement costs seems low and difference in maintenance costs seem high. The figures shown on our Present Worth Costs for the above items are current and are believed to represent actual conditions in this State.

Mr. Carpenter also objected to adjustment for silt content by extrapolation, suggesting the best guide for moisture contents would be those contents during the spring thaw.

As previously stated, additional soil samples have been obtained and laboratory tests have been carried through moisture contents which make extrapolation unnecessary.

The behavior of the existing section indicates a heavy surfacing design is required. The District Maintenance Superintendent was asked to report on this. A copy of his report is attached. Recent pictures (January and February) are attached indicating instability of a serious nature. Of 19 "R" values obtained from new tests, 9 range from 5 to 10. The intermittent location of substantially higher "R" values does not permit their consideration for a weighted value, or breaking the continuity of pavement design.

From new tests an "R" value of 9 has been selected for use in the attached flexible design, revised. This calls for a C.B.R. of 32 inches.

For standard mesh jointed pavement 8 inches thick over soil of this type 10 inches of base rock would be required. We believe this conforms closely toAASHO requirements.

The depth of 5 inches under the continuously reinforced P.C.C. is a frost consideration. No particular criteria other than frost consideration is known for depth of rock under this type pavement.

Current Present Worth Costs for the three surfacing designs considered would be as follows:

A.C. with 15½ inches of Base Rock	$127,438.80
Std. Mesh Reinf. Conc. with 10 inches Base Rock	124,677.41
C.R.F.C.C. with 5 inches of Base Rock	122,937.92

We believe the above data takes into consideration the comments made by previously mentioned outside parties, and justifies the above designs. Continuously reinforced portland cement concrete surfacing is proposed for the new lanes through this section. Your approval is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
F. W. Yarbrough

GLD:bjm srb

(Clarence Gregg has pictures on file that were sent.)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED REVISED

Section STANFIELD JCT. - PENDLETON AIRPORT JCT. Highway OLD OREGON TRAIL (FA 1) County UMATILLA Prefix 630-1953

Res. Engr. _____ Approx. Length 18± Miles. Sta. 1330± Thru Eq. to Sta. 1118± Date 2-23-66

Truck A.D.T. 495 Traffic Coefficient 9.9 18 kip s.a. per day 346.7.

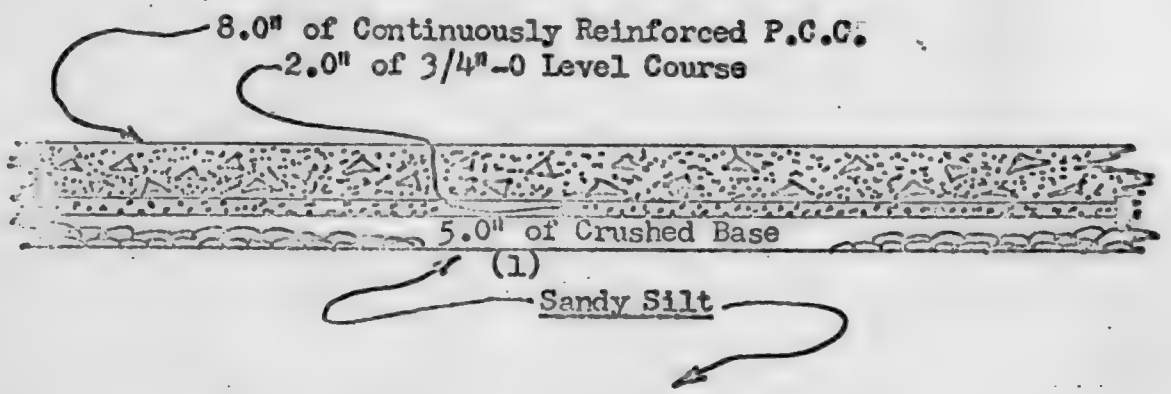
Annual Precipitation 12"± Frost Penetration 24"-30".

(1)
Typical Soil
24 LL
0 PI
99.9 %P 10
88 %P200
0 %Gravel
1 %C Sand
11 %F Sand
77 %Silt
11 %Clay
9 "R" Value
(Corrected)

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK



*Equal to 1/2 the reported frost depth.

	CBE Total Req.	Credit	Actual Thick.	
			8.0	C.R.P.C.C.
			2.0	Level
			5.0	Cr. Base
			*15.0	

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Bridge Engineer

Submitted by J. W. Carbon Staff Assistant Recommended by O. A. White Engineer of Materials

Recommended by L. L. Becker Construction Engineer Approved by F. B. Klaboe Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section STANFIELD JCT. - PENDLETON AIRPORT JCT. Highway OLD OREGON TRAIL (FA 1) County UMATILLA Prefix 630-1953

Res. Engr. _____ Approx. Length 18± Miles. Sta. 1330± Thru Eq. to Sta. 1118± Date 2-23-66

Truck A.D.T. 495 Traffic Coefficient 9.9 18 kip s.a. per day 346.7.

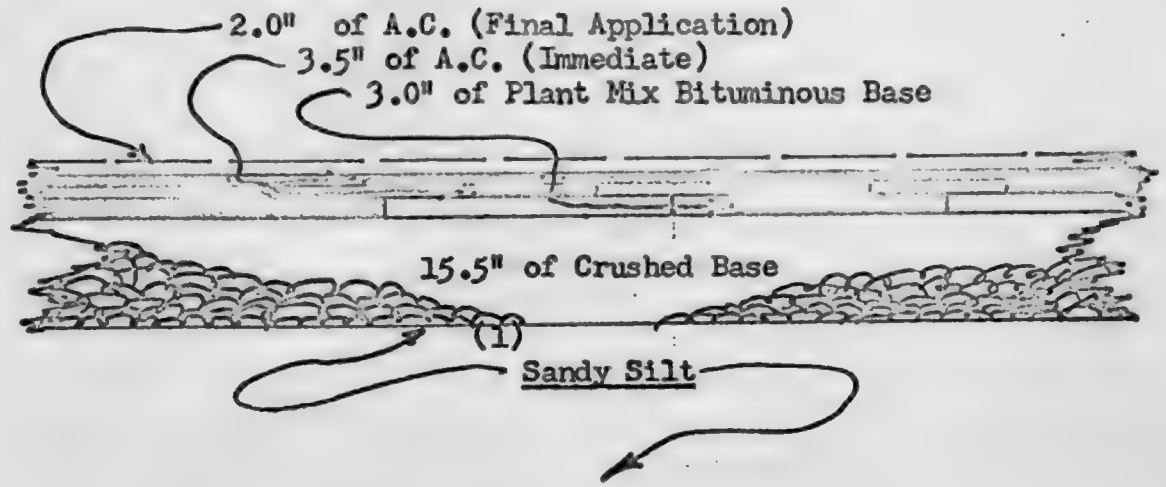
Annual Precipitation 12"± Frost Penetration 24"-30".

(1)
Typical Soil
LL
PI
See Page 1
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value (Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:

NEW WORK
Asphaltic Concrete - where required



CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (F)
	7.0	3.5	A.C. (I)
	5.5	3.0	P.M.B.B.
	15.5	15.5	Cr. Base
32.0	32.0	24.0	

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section STANFIELD JCT. - PENDLETON AIRPORT JCT. Highway OLD OREGON TRAIL (FA 1) County UMATILLA Prefix 630-1953

Proj. Engr. _____ Approx. Length 18± Miles. Sta. 1330± to Sta. 1118± Date _____

Truck A.D.T. 495 Traffic Coefficient 9.9 18 kip s.a. per day 346.7.

Annual Precipitation 12"± Frost Penetration 24"-30".

EXISTING ROADWAY

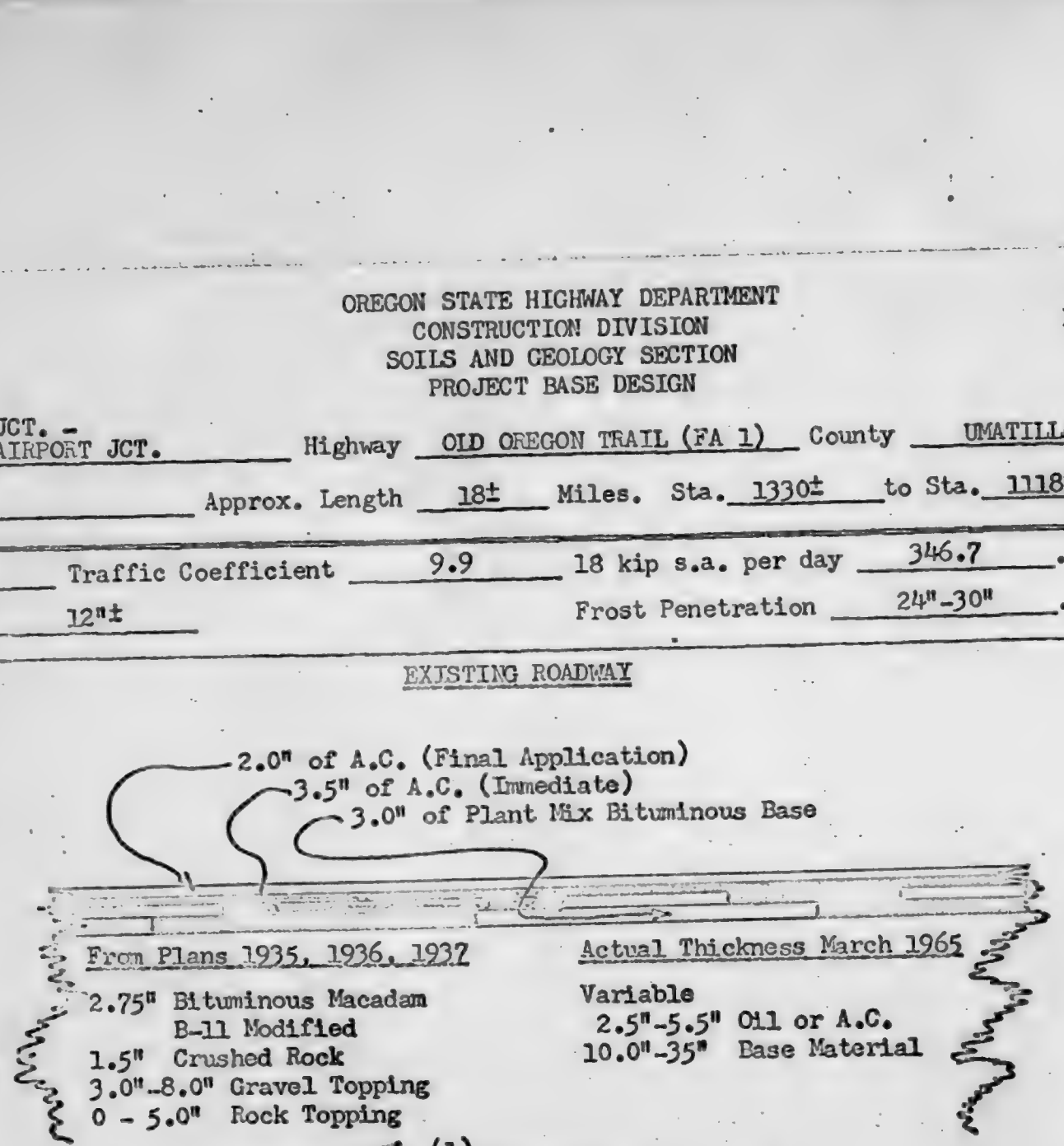
(1)

Typical Soil

	LL
	PI
See	%P 10
Page	%P200
1	%Gravel
	%C Sand
	%F Sand
	%Silt
	%Clay
	"R" Value (Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:



From Plans 1935, 1936, 1937

2.75" Bituminous Macadam B-11 Modified
1.5" Crushed Rock
3.0"-8.0" Gravel Topping
0 - 5.0" Rock Topping

Actual Thickness March 1965

Variable
2.5"-5.5" Oil or A.C.
10.0"-35" Base Material

(1) Sandy Silt

Note: See Page 4 for assigned values and for depths of A.C. or Oil and Base Material.

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (F)
	7.0	3.5	A.C. (I)
	5.5	3.0	P.M.B.B.
	IN PLACE AVERAGES		
	4.0	2.75	Oil or A.C.
	1.0	1.0	Oil Patches, etc.
	9.0	12.0	Base Material
32.0	30.5	24.5	

Stanfield Jct. -
Pendleton Airport Jct.
Old Oregon Trail Hwy. (FA 1)
Umatilla County

Truck ADT	A.C. Wearing Surface	PMBB or Level	Crushed Base	CBE Total Req.	Actual Thickness
90-240	3.5"	3.0" PMBB	15.0"	27.5"	21.5"
30-90	3.5"	2.0"	15.0"	24.0"	20.5"
8-30	3.0"	2.0"	13.0"	21.0"	18.0"
1-8	2.0"	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	2.0"	*11.0"	13.0"	15.0"

*Increased to equal 1/2 the reported frost depth.

Should substitutions be made use "CBE" column to obtain required total thickness and table below.

Values assigned various components of the pavement structure:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	*1.83" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase "EXISTING"	=	0.8" Crushed Base
1.0"	Bituminous Macadam	=	1.5" Crushed Base
1.0"	A.C. or Oil (Patches, Seals, etc.)	=	1.0" Crushed Base
1.0"	Gravel or Rock Topping	=	0.75" Crushed Base

Shown below are the depths of Wearing Surface and Base Material in the 64 holes on the project:

A.C.	No. of Holes
2.5"	1
3.0"	12
3.5"	24
4.0"	20
4.5"	3
5.0"	3
5.5"	1
	64

Base	No. of Holes
10" or less	17
11" thru 15"	43
16" thru 20"	2
21" thru 30"	1
31" thru 35"	1
	64

A Summary, Laboratory Tests, and Logs of the above 64 drill holes were previously furnished on 8-30-65.

SECTION: STANFIELD JCT. - PENDLETON AIRPORT JCT.

HIGHWAY: OLD OREGON TRAIL (FA 1)

COUNTY: UMATILLA

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 3300 (Total)

B. Future ADT 6600 (Total)

C. Mean ADT 4950 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 20 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= 10 x (C) 4950 = 495

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 495 x (H) 100 % = 495

TRAFFIC COEFFICIENT = K $(I)^{0.119}$

where K = 4.669

= 9.9

SECTION: STANFIELD JCT. - PENDLETON AIRPORT JCT.

HIGHWAY: OLD OREGON TRAIL (FA 1)

COUNTY: UMATILLA

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet
2. **Soils Characteristics:** See design chart attached
3. **Weather:** See design chart attached
4. Performance of Similar Pavements in Area: Good See below Fair _____ Poor _____
   Remarks: No C.R.P.C.C. in area
5. **Cost Comparisons:** See attached sheet

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** A.C. or Oil
7. **Stage Construction:** Not applicable
8. **Depressed, Surface, or Elevated Design:** Surface
9. **Conservation of Aggregates:** Not a major consideration
10. **Stimulation of Competition:** See attached sheet
11. **Construction Consideration:** See attached sheet
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. **Traffic Safety:** See attached sheet
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See attached sheet.

Stanfield Jct. -
Pendleton Airport Jct.
Old Oregon Trail #6 (FA 1)
Umatilla County

Three surfacing thickness designs were considered for this project. Present Worth Costs (P.W.C.) were computed for each and are shown below. 1965 average bid prices were used.

8.0" Continuously Reinforced P.C.C.
2.0" Level Course
5.0" Crushed Base
P.W.C. - $122,937.92 per two lane mile

8.0" Standard P.C.C.
2.0" Level Course
10.0" Crushed Base
P.W.C. - $124,677.41 per two lane mile

5.5" Asphaltic Concrete
3.0" Plant Mix Bituminous Base
15.5" Crushed Base
P.W.C. - $127,438.80 per two lane mile

The design utilizing Continuously Reinforced Portland Concrete Cement is recommended from an economic standpoint.

S U B G R A D E

Station	L & R	Hole No.	Depth	Top Size	P#4	P#40	P#200	LL	PI	SE	LAR	OAD	"R" Value at	% Moist.	Nat. Moist.	Classif.
1185+60	--	20	0-24"	--	99.8	99.3	93.0	27	0	4.6	--	--	21	21.0	23.4	A-4 (8) Sandy Silt
1115+00	--	19	0-24"	--	98.5	95.4	88.7	28	0	7.6	--	--	5	22.5	18.9	A-4 (8) Sandy Silt
1060+00	--	18	0-25"	--	99.7	99.0	92.5	28	0	2.4	--	--	6	21.6	24.6	A-4 (8) Sandy Silt
1018+00	--	17	0-36"	--	100.0	99.0	91.4	27	0	--	--	--	10	19.4	20.5	A-4 (8) Sandy Silt
956+50	--	16	0-36"	--	100.0	99.3	93.1	27	1	6.1	--	--	10	19.7	15.8	A-4 (8) Silt
903+00	--	15	0-36"	--	99.8	98.8	90.8	25	0	--	--	--	14	18.4	19.4	A-4 (8) Silt
859+50	--	14	36"-60"	--	100.0	99.9	93.1	26	0	--	--	--	12	19.4	20.1	A-4 (8) Silt
809+00	--	13	0-24"	--	100.0	99.9	89.5	26	0	6.1	--	--	16	18.9	14.7	A-4 (8) Sandy Silt
757+00	--	12	0-24"	--	100.0	99.9	93.4	26	0	4.9	--	--	18	19.3	19.3	A-4 (8) Silt
696+00	--	11	0-48"	--	100.0	99.9	94.9	26	0	10.4	--	--	11	20.4	19.7	A-4 (8) Silt
652+00	--	10	72"-84"	--	100.0	99.5	97.5	26	0	11.7	---	--	10	20.6	19.3	A-4 (8) Silt
600+00	--	9	72"-84"	--	99.9	99.5	94.2	30	0	7.6	--	--	7	20.9	13.2	A-4 (8) Silt

Station	L & R	Hole No.	Depth	Top Size	P#4	P#40	P#200	LL-PI	SE	LAR	OAD	"R" Value at	% Moist.	Nat. Moist.	Classif.
564+88	--	8	24"-36"	--	99.9	99.4	87.9	25 0	8.9	--	--	8	20.6	15.2	A-4 (8) Sandy Silt
538+00	--	7	0-24"	--	99.9	99.0	71.4	23 0	15.2	--	--	19	20.0	14.0	A-4 (7) Sandy Silt
482+50	--	6	36"-108"	--	99.8	98.3	91.2	24 0	8.8	--	--	7	20.0	19.6	A-4 (8) Silt
442+30	--	5	0-24"	--	99.9	98.9	87.9	24 0	4.3	--	--	9	18.9	16.5	A-4 (8) Sandy Silt
382+11±	--	4	0-24"	--	99.2	98.4	85.9	25 0	9.1	--	--	TEST NOT VALID			A-4 (8) Silt
333+50	--	3	0-24"	--	99.9	99.5	84.6	23 0	--	--	--	22	20.6	19.0	A-4 (8) Sandy Silt
301+82±	--	2	0-18"	--	99.8	99.2	86.8	23 0	--	--	--	27	22.0	14.7	A-4 (8) Sandy Silt
275+42±	--	1	0-24"	--	99.7	99.1	82.6	23 0	10.0	--	--	28	20.4	14.0	A-4 (8) Sandy Silt

FORM H-30 80M 3-65 SP°5670-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1966

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Assignment No. 350-FBK
Stanfield Jct.-Pendleton Airport
Oregon Project I-80N-5(-)186
Pavement Type Selection

This assignment was an answer to the Bureau of Public Roads' request for resubmission of pavement type selection data taking into consideration comments made by Washington experts.

The most pertinent and meaningful comment suggests moisture contents measured under the existing pavement be used in determining stabilometer "R" values. From additional soil samples taken for this purpose, the Laboratory is now in the process of determining the "R" values of this moisture content. It is expected the values will be determined some time this week. Assignment No. 350 can then be completed.

F. D. Morgan
Construction Engineer

By G. L. Decker

G. L. Decker
Assistant Construction Engineer

GLD:fp

cc Clarence Gregg

RECEIVED
FEB 1 1966
STATE HIGHWAY COMMISSION

BJ:wp 2/7

FORM E-30 SOM 11-41 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon 97801
January 19, 1965

SUBJECT: Surface - Pendleton-Stanfield Junction - Old Oregon Trail

To: Mr. A. F. Parson
Division Engineer
La Grande, Oregon

The history of the surface stability of the Old Oregon Trail Highway, Pendleton to Stanfield Junction Section, to the best of my knowledge is as follows:

Winter 1948-49 combination of heavy rainfall and sub-zero weather caused massive breakup of oil mat, mud pumping through base. Traffic could hardly go over it due to so many holes. Mr. Parson, then D.M.S., moved in all available section crews, extra gangs and rented equipment to dig out worst holes and put in quarry run rock before surface was patched with AC or kettle patching with 200-300 oil. This work was done in March under unfavorable conditions, but traffic could get over it. The removal of mud and inlaying of base while extensive, of necessity, was held to the limits of expediency at the time.

Immediately after this emergency patching was completed, a contract was let to place an O-11 mat on the entire section. This was done in the summer of 1949.

I took over the district from Mr. Parson on January 1, 1950. When warm weather came the oily patches started coming through the O-11 mat and they continued to flush up to the extent that this section became very hazardous to traffic. Extensive burning alleviated this problem. Extensive kettle patching was also required due to deflection over the patches.

In 1954 the entire section was sealed by contract with an O-31 specification.

In 1955-56 a very severe freezing and thawing cycle caused extensive damage to all the highways in this area, but frost damage on this section was nominal due probably to the new seal coat.

About 1955 we had our core drill in this area and I had cores taken in some of the old patches that were bleeding badly. We found that there was from 4 to 8 inches of gooey oil and dirty oil aggregate under these patches, highly unstable. The cutback had not evaporated appreciably.

I believe that this section should have a lift of black base. First to compensate for the existing base deficiency and to smooth up the surface. Actually a great deal of the existing surface will be lost due to the poor vertical profile in the existing location. The remaining surface will require bladed AC to smooth up the dips and humps.

L C V Smith
District Maintenance Superintendent

LCS:db

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 13, 1966

In reply refer to: 08-35-DA

FROM : A. V. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(-)186
Stanfield Junction - Pendleton Airport
Pavement Type Selection

Your pavement type selection data submitted for the subject section of I-80 has been reviewed by our Regional and Washington offices, and we now have their comments.

They raise certain questions concerning the major correction of "R" values and the cost factors utilized.

It is requested that the pavement type selection data for this section be resubmitted taking into consideration the comments made in the attached memoranda.

A copy of the attachments were handed to Mr. Gil Decker of your Construction Department on January 13, 1966, along with a copy of New Mexico's structural design manual which contains a discussion of their use of "R" values.

Enclosures

RECEIVED
REFERRED TO
BY ASST. STATE HWY. ENGR.

RECEIVED
JAN 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121 (7-62) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. A. W. Parsons, Division Engineer
Salem, Oregon

DATE: January 7, 1966

In reply refer to: 08-00.41

FROM : Hugh B. Henry, Regional Design Engineer
Portland, Oregon

SUBJECT: Oregon Documentation of Pavement Selection
Oregon I-80N-5(-)186, Stanfield Jct.- Pendleton Airport

Documentation of pavement selection on the above route was submitted with your memorandum of September 14, 1965 with a request for comment and advice from our Washington office. Attached is their comment submitted after due deliberation.

The Washington office takes exception to major correction of "R" values, cost data for the continuously reinforced portland cement concrete pavement, the designed section, and cost estimates. They recommend that the State be asked to furnish cost estimates that will support their decision.

The California cost analysis recommends the use of 5% compound interest on funds used for construction. For periods of 35 or 40 years, such interest far exceeds the original investment. It is suggested that you determine whether interest charges are being used.

Attach.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. B. H. French, Regional [illegible]
Portland, Oregon

03-00.41

32-26

W. M. Williams, Director of [illegible] Operations
By: D. W. Loutzenheiser, Chief
Highway Standards and Design Branch

Oregon Documentation of Pavement Selection

Your memorandum of October [illegible], [illegible] review and comments on Oregon's pavement selection [illegible] and the correction to the "R" value for subgrade soil.

We asked the Materials Division of the [illegible] Research and Development to review the State's proced[illegible] the "R" value. The copies of their reply are [illegible] information. There does not seem to be any warrant for [illegible] the State. As far as we can determine, the [illegible] pressure and expansion pressure is the correct [illegible] purposes. [illegible] 05 10

There are indications that on [illegible] the "R" value method may not give a satisfactory answer. [illegible] articles on this subject in "The Proceedings of the [illegible] Conference on the Structural Design of Asphalt [illegible] Ann Arbor, Michigan, August 20 - 24, 1962. [illegible] by W. H. Kreger, D. Zube, R. Bridges, and T. [illegible] Division of Highways. (Can loan copy) We are enclosing two copies of the [illegible] Structural Design Manual, which contains a discussion of [illegible] use of the "R" value and a correlation chart for [illegible].

We made an analysis of the [illegible] types based on our judgment of the limited data we have, as follows:

"R" Value - 100 [illegible] soil and [illegible] 6-inch crushed stone subbase
Regional factor = 1
Coefficients - [illegible] = 0.44
[illegible] = 0.13
[illegible] = 0.11
Soil Support = 4.0

clean sand
silty clay
clay

This analysis indicated that a [illegible] 6-inch conventional [illegible] 5.5-inch HMAC Surface; 3.0-inch [illegible] and 12 [illegible] of crushed stone subbase, would be adequate.

(over)

[illegible] there is no [illegible] to be [illegible] as
[illegible] It [illegible] [illegible] [illegible] as
[illegible] [illegible] right of [illegible] [illegible] [illegible]

Form CO-121
(11-63)
(Prec. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. G. M. Williams, Director
Office of Engineering and Operations

ATTN: Mr. D. W. Loutzenheiser, Chief
Highway Standards and Design Division

FROM : C. A. Carpenter, Chief
Materials Division

DATE: December 3, 1965

In reply refer to: 45-11.3

SUBJECT: Oregon - Documentation of Pavement Selection

This is in response to your November 24 memorandum concerning Oregon's procedure for adjusting R-values of silty soils.

The method for adjusting R-values of silty soils is used in addition to the standard practice of balancing R-values from exudation pressure against R-values from expansion pressure. It appears to be an arbitrary correction to obtain pavement designs that are known to be adequate. The adjustment of moisture content or, in effect pavement thickness, is apparently to account for the weakening effect of frost action. Some adjustment for frost is probably necessary, but we have no basis for saying how much. The Oregon adjustment appears to be subject to large variations caused by operator bias.

We followed through the example transmitted with Mr. Forest Cooper's October 12 letter to Mr. A. W. Parsons. Using the basic data for laboratory sample No. 724211, we checked the balanced expansion pressure R-value of 60, reported on the data sheet. The design R-value, however, is obtained by the silt adjustment method, by plotting the test specimen R-values against their moisture contents, drawing a straight line through the points and extending it to about the saturation moisture content corresponding to maximum density by AASHO T 99, or whatever compaction test Oregon uses. How Oregon determines the design moisture content was not explained. In the example, the extrapolation appears to be in error; we obtained an R-value of about 30 instead of 7.

The need to make such extensive extrapolations in moisture content from test specimens that are supposedly already saturated and the need to adjust test results from 60 to 7 to obtain reasonable designs is evidence that the Hveem stabilometer test procedure does not provide representative test specimens. A change in test procedure appears necessary with possibly lower compaction pressures.

- more -

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The "typical soil" selected for design (Lab. No. 725168) appears to have a very atypical R-value. Only four of the twenty-seven samples have R-values less than 25, based on 300 psi exudation pressure, and these are from locations between stations 96+00 and 107+00. It appears that the pavement thickness design for a project several miles long should reflect, to some extent, the bearing capacity of the subgrade and not be fixed by the poorest soil encountered regardless of its location.

Silty soils are, of course, very poor roadbed soils and an R-value of 60 is unrealistically high. It is likely that the densities obtained in the Oregon Hveem stabilometer test are higher than will be maintained in the roadbed under frost action. It is also likely that moisture contents obtained in the stabilometer tests are low; roadbed moisture contents would be more like those measured under the existing pavement. The best guide, of course, would be moisture contents during the spring thaw.

At the recent conference of Regional Materials Engineers here at the Fairbank Highway Research Station, Mr. R. M. Schwegler of Region 8 pointed out that California also adjusts the R-values obtained on silts. California adjusts the R-value of silty soils downward in accordance with resiliometer test results. We do not know the details of this adjustment and the problem in California (elastic deformations under traffic) may be different from that in Oregon.

We are returning all the material you enclosed for our review.

RECEIVED
FEB 25 1966
STATE HIGHWAY ENGR.

FORM [illegible] (9-22-59)
(Rev. [illegible] A.G. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: February 21, 1966

08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Asst. Division Engineer

SUBJECT: Oregon Project I-80N-5(-)186
Yoakum Road Structure
Stanfield Junction - Rieth Hill Section
Old Oregon Trail Highway

Reference is made to Mr. Klaboe's letter of February 17, 1966.

In our January 20 letter on this subject, we stated there was very little justification for a structure at Yoakum Road and unless clearer evidence was presented, this office could not concur in the expenditure of Interstate funds for an overcrossing structure at this location.

We can find no further justification in Mr. Klaboe's February 17 letter so we must reiterate our previous position that we cannot authorize the expenditure of Interstate funds for the construction of a grade separation structure at Yoakum Road.

REFERRED TO
Carl-Young-Morgan
BY ASST. STATE HWY. ENGR.
2-25-66

RECEIVED
FEB 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1968
FOR FILING
I-80N-5(27)187
7017

February 17, 1966

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: 08-35.1
Yoakum Road Structure
Stanfield Junction-Rieth
Hill Section
Old Oregon Trail Highway
Umatilla County

Dear Sir:

Reference is made to your letter of January 20 in regard to the basis for County agreement on the subject section.

We have reviewed the circular memorandum on "wrong way movements at ramps" which you brought to our attention and find many references to problems at half-diamond interchanges and interchanges which do not provide for the desired maneuver. The split-diamond, which we have repeatedly recommended, allows for all movements and is theoretically no more dangerous than the standard full-diamond interchange.

We will approach the County for approval of your recommended package if you insist that this is the best that can be done for the area. However, we hesitate to include closing of Yoakum Road, as you recommend, until we have officially brought it to your attention once more. Such an action will create a distinct hardship for those concerned.

The county road system is, at best, only a series of feeder roads running into the existing highway. To sever the road system from this backbone by building separations is bad enough, yet it still allows some continuity of the system. To sever the road completely leaves a dead end for any travel in the area whether it be school bus, mail route, fire protection service, or conducting normal business.

Please review Yoakum Road separation once more before we approach the County for the necessary agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
H. S. Cox

ADO:jp: ajw

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JAN 25 1966
FOR FILING

Form CD-121 (Rev. 7-57) (Rev. 8-59) A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-80N-5(27)187

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 20, 1966

In reply refer to: 08-35.1

7017 A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-5(-)186

Mr. Klaboe's letter dated November 29, 1965 requested our comments regarding the proposed agreement with Umatilla County concerning the subject freeway section.

This matter has been thoroughly reviewed by this office and our Regional office. There is very little justification for the structure at Yoakum Road. The existing county network of roads adequately provides access to the area. Unless some clearer evidence is presented indicating a definite traffic need, this office cannot concur in the expenditure of Interstate funds to provide an overcrossing structure at Yoakum road.

The findings indicated in Mr. J. K. Williams' Circular Memorandum, dated August 21, 1964, concerning the wrong way movements at exit ramps clearly establish the hazard of split diamond interchanges. Eight (8) copies of this memorandum were sent to the State in September 1964.

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REFERRED TO
Barber
BY ASST. STATE HWY. ENGR.

copy to Young 1-25-66

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JAN 24 1966
DIV. OF
STATE HIGHWAY ENGINEER

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J-801-1(27) 1×7
7017

288

January 5, 1966

Corey, Byler and Rew
Post Office Box 218
Pendleton, Oregon 97801

Attention: Mr. Lawrence B. Rew

Re: Stanfield Junction-Rieth Hill
Section, Interstate 80N
Umatilla County

Gentlemen:

Reference is made to your letter requesting information on availability of definite approved plans for the section of Highway 30 (Interstate 80N) between Stanfield Junction and Rieth Ridge.

This is to advise you that final plans are not available since we are still negotiating with the Bureau of Public Roads in an attempt to obtain better local service than that shown at the public hearing. We hope this will be resolved in the near future so that this may be discussed with the County officials, an agreement reached on this section and final plans prepared.

We have no way of knowing how soon this might be accomplished and can only suggest that you contact this Department again in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. F. Parreon

ADO:jp srb

2247

10 65

COREY, BYLER & REW
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE B. REW

TELEPHONE
AREA CODE 503
276-3331

December 8, 1965

REFERRED TO
KLHBOE
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

I am writing as a representative of several owners of land lying East of Stanfield Junction on Highway 30, Umatilla County. It would be appreciated if your office would advise if there are presently any new, definite approved plans for widening Highway 30 East of Stanfield Junction between the junction and Rieth Ridge.

If there are such plans it would be appreciated if you would advise as to where the plans can be inspected by the landowners.

Thank you very much for your courtesy in this matter.

Yours very truly,

COREY, BYLER & REW

By: Lawrence B Rew

LBR:ls

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OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

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I-80N-2(29)187

7017

November 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Stanfield Junction-Hieth Hill
Section, Interstate 80N
Umatilla County
Your Ref: 08-35.2-DA

Dear Sir:

Reference is made to Mr. Dee's October 8 letter in regard to local service facilities, specifically at Raw, Yoakum and Barnhart Roads.

We cannot concur with the comments which would compare the split diamond pattern, such as we have proposed, with partial interchanges or isolated ramps and have yet to be convinced that our suggested facility is "theoretically" more prone to wrong use than a normal diamond interchange. It seems that most wrong-way driving on freeways has been traced back to accidental wrong turns at full diamond patterns and not intentional misuse of the facilities.

Although the traffic is light on these roads, the four miles (round trip) out of direction travel for Yoakum Road users (who travel primarily to and from Pendleton) seems an unnecessary hardship. The savings in the full interchange at Raw Road and a frontage road to Yoakum Road as you suggest as compared to our requested split diamond pattern lies in the difference between your proposed improvement of a mile of local road southerly of Raw elevator and our proposed grade separation at Yoakum Road. This would not be a large savings if allowed. It is our belief that Yoakum Road separation should be provided in any event to maintain the continuity of the local road system and to allow further growth in the future, possibly extending the frontage road easterly to Barnhart Road or to improve the north-south network without putting the one mile jog in the system.

As to the Barnhart Road Interchange, data has been supplied on two previous occasions as well as in the original Interstate studies, all adequately justifying the proposed

construction. Since these were dismissed as inadequate, we did not include the interchange as a proposed part of the system for the public hearing in order that we might confirm your opinions or else to obtain an expression of public opinion to support our belief that the interchange was justified. I believe that the record of the public hearing should complete the data necessary to justify the Barnhart Interchange.

While we do not believe that you are warranted in your stand on the interchange pattern at Rew Road and Yoakum Road, we would be agreeable to approaching Umatilla County officials for an agreement on this section with the following points of access, major frontage roads and grade separations:

Full interchanges at Stanfield Junction, Echo Road, Rew Elevator Road and Barnhart Road.

Frontage road from Yoakum Road to Rew Elevator Road.

Grade Separations at Stanfield Junction, Echo Road, Nolin Market Road, Rew Elevator Road, Yoakum Road and Barnhart Road.

This is intended to be as you have suggested in the past with the exception that Yoakum Road separation will be constructed so that continuity can be maintained on that road rather than leaving it as a perpetual dead end.

If you concur in these points, please advise us and we will approach Umatilla County for their reactions.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
A. F. Parson

ADO:jp srb

Form CD-121
(11-63)
(Pres. by
A.O. 206-16)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 8, 1965

In reply refer to:
08-35.2-DA

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-5(-)186
Stanfield Junction to Rieth Hill - Location

NOTED
F. B. KLABOE

Mr. Klaboe's letter dated August 18, 1965 requested information concerning the proposed location of Interstate 80N on the subject section. An alternate Interstate location which leaves the existing main highway and connecting local road system undisturbed would be impractical because of additional costs alone.

It has been previously indicated that if the need is shown, an interchange could be provided at Barnhart Road.

The main issue that remains is the acceptability of the split diamond arrangement between Rew and Yoakum roads. We do not believe that the split diamond arrangement is appropriate. It is now generally recognized that partial interchange arrangements or isolated ramps in rural areas are an improper order of design because of increased probability of wrong-way ramp use. Such conclusions are supported by experience and might be explained by the irrational reactions of a few drivers to unfamiliar situations. Certainly the split interchange arrangement as proposed here, or any other partial arrangement, will be extremely unusual on the rural sections of the Interstate. Although careful attention to signing and location of the frontage road between the halves of the interchange, as discussed in your letter of August 18, 1965, would reduce general objections to the design, there are no compelling reasons in this situation to warrant such experimentation with safety aspects of freeway design. The split arrangement is also more costly than a simple interchange design.

Morgan
Docker
Bond
Water

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OFFICE OF
STATE HIGHWAY ENGINEER

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CONSTRUCTION
DIVISION

Orig to Gordon
copy to Young
10-13-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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OCT 12 1965
FOR FILING
I-SON-5(-)188
179

October 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Re: Oregon I-SON-5(-)186
Stanfield Junction-Pendleton
Airport, Pavement Type

Attention: Mr. Ted Dee

Dear Sir:

Your September 8 memorandum requested further information on the bituminous pavement design for the subject section.

It was hoped the laboratory reports and other data supplied for the 64 exploration holes put down through existing surface on this section at regular intervals would serve to show the need for a substantial design over this type soil. These data show universal build up in thickness of the original oil mat through repairs. Depths were found to near 6 inches or double the original 2.75 inches. Rutting was in evidence throughout indicating inadequate existing strengths. It is concluded that good service has resulted from continued maintenance. Also, that increasing traffic without substantial maintenance would soon cause failure. It can also be noted from these data that "R" values at natural moisture contents on the A4(8) soils underlying the existing surface are universally low (5 to 15).

An A4(8) soil is universally recognized as a poor subgrade soil. Our experience has tended to confirm this, and our thinking can be expressed by the following quote from Asphalt Institute Soils Manual:

"b. Silt-Clay Materials:

Group A-4--The typical material of this group is a nonplastic or moderately plastic silty soil usually having 75 percent or more passing the No. 200 sieve. The group includes also mixtures of fine silty soil and up to 64 percent of sand and gravel retained on

the No. 200 sieve. The group index values range from 1 to 8, with increasing percentages of coarse material being reflected by decreasing group index values. These predominantly silty soils are quite common in occurrence. Their texture varies from sandy loams to silty and clayey loams. With the proper amount of moisture present, they may perform well as a pavement component. However, they frequently have an affinity for water and will swell and lose much of their stability unless properly compacted and drained. Moreover, they are subject to frost heave. Since these soils do not drain readily and may absorb water by capillarity with resulting loss in strength, the pavement structural design section should be based on the strength of the soils when saturated. The silty loams are often difficult to compact properly. Careful field control of moisture content and pneumatic-tired rollers are normally required for proper compaction."

Our design procedures are directed toward an "R" value at saturation at maximum density. When the "R" values supplied by the laboratory have not been determined at, or near, this moisture content a density curve is plotted and the saturation at maximum density is determined. Laboratory "R" values are then plotted against moisture contents adjusted for silt content. From this the "R" value at saturation and maximum density is obtained. An example of adjusted "R" values reported on laboratory report 724211 is attached.

The elastic nature of this soil when wet along with a very narrow moisture-content range for satisfactory compaction demands care in determination of a design "R" value for flexible pavement design. We are attaching a summarization of 27 laboratory soil tests on this section. It will be noted the "typical soil" selected for design (Lab. No. 725168) shows an "R" value of 8 at a moisture content of 17.8. We believe this selection to be realistic for design purposes.

Very truly yours,

Forrest Cooper
State Highway Engineer

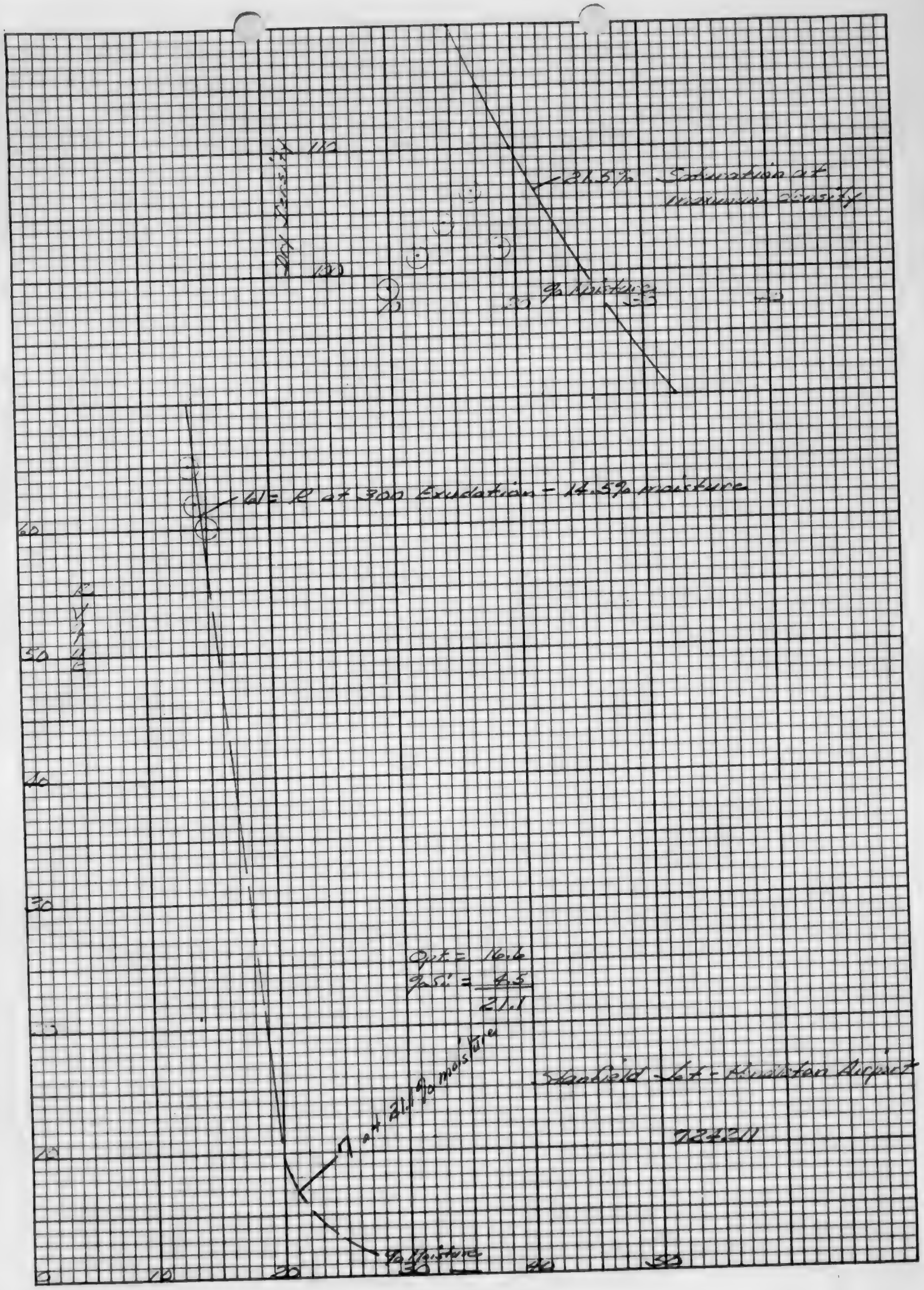
By

F. B. Klabee
Assistant State Highway Engineer

Attachments

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young; Mr. F. W. Yarbrough; Mr. A. F. Parson

GLDighim erb



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State Printing

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

Stanfield Jct - Pendleton Airport Road

1st Trip

STATION	Hole No.	Lab No	LL	PI	P#10	P#200	%G	%S	%F	%C	%C
1076+00, 10'R-15½"-59"	144	725171	25	2	96.4	82.2	0.6	7.9	9.3	66.2	16.0
1050+00, 3'R-21"-56"	142	725170	25	1	99.0	93.6	1.0	0.3	5.1	76.7	14.9
1024+00, 9'R-18"-57"	140	725169	27	0	73.8	56.7	26.2	5.2	11.9	49.1	7.6
998+00, 2'R-16"-55"	138	725168	25	0	91.3	73.8	8.7	7.3	10.2	62.7	11.1
972+00, 8'R-15½"-55"	136	725113	27	2	72.6	56.5	27.4	6.0	10.1	46.8	9.7
946+00, 7'R-14"-54"	134	725112	25	0	95.6	84.0	4.4	3.0	8.6	72.3	11.7
920+00, 3'R-19"-55"	132	725111	30	0	99.8	83.2	0.2	1.6	15.0	79.3	3.9
894+00, 7'R-14½"-57½"	130	725120	24	0	97.5	87.9	2.5	1.8	7.8	75.6	12.3
868+00, 3'R-16"-59"	128	725118	29	0	98.8	83.5	1.2	1.8	13.5	77.6	5.7
842+00, 8'R-19"-60"	126	725117	24	2	99.0	87.2	1.0	0.3	11.5	73.2	14.0
816+00, 9'R-15½"-55"	124	724508	25	0	99.8	89.9	0.2	0.3	9.6	83.5	6.4
790+00, 4'R-16½"-60"	122	724507	24	0	98.2	91.8	1.8	0.5	5.9	80.0	11.8
764+00, 7'R-17"-54"	120	724506	24	0	99.5	89.0	0.5	0.4	10.1	80.6	8.2
738+00, 2'R-17"-61½"	118	724384	26	0	99.7	93.0	0.3	0.3	6.4	85.4	7.6
712+00, 10'R-14½"-58"	116	724383	26	0	99.1	88.7	0.9	1.3	9.1	82.4	6.3
608+00, 3'R-13"-54"	108	724239	22	0	99.5	86.4	0.5	0.4	6.1	86.4	6.9
582+00, 8'R-14½"-56"	106	724238	24	0	99.7	92.9	0.3	1.8	5.0	77.3	15.6
556+00, 8'R-14"-47"	104	724237	25	0	98.9	90.7	1.1	1.2	7.0	83.7	7.0
530+00, 3'R-13"-49"	102	724236	22	0	99.1	76.9	0.9	0.8	21.4	62.3	9.6
504+00, 4'R-18"-62"	100	724212	22	0	99.5	89.0	0.5	0.4	10.1	80.2	8.8
478+00, 3'R-16½"-56"	98	724213	23	0	98.8	91.5	1.2	1.3	6.0	80.3	11.2
452+00, 3'R-15"-52"	96	724212	25	0	99.3	85.6	0.7	4.7	9.0	79.2	6.4
426+00, 8'R-12½"-52"	94	724211	23	0	99.8	89.5	0.2	1.4	8.9	81.4	8.1
400+00, 3'R-16"-40"	92	724210	24	0	99.6	88.8	0.4	1.5	9.3	82.1	6.7
374+00, 8'R-14"-42½"	90	724209	25	0	98.8	74.1	1.2	4.0	12.7	68.7	5.4
335+00, 3'R-16"-40"	87	724201	23	0	99.0	84.0	1.0	1.6	13.4	74.6	9.4

SHEET ..1.. OF ..2.. SHEETS

TEMPLATE

#200	P.I.	SG	AASHO Classif.	Textural Classif.	Mat. Finer	Saturated Surface Dry Density	R-Correct @ Optimum & Top Mold	Moisture at 300 Exudation	"R" at 300 Exudation	Field Moisture Test	Rapid Correct
46.2	16.0	2.5	A-4(8)	Sa. Si.	21.3	21.1	6 @ 21.4	19.4	13	110 21.6	
76.7	14.9	13.3	A-4(8)	Sa. Si.	19.6	21.1	10 @ 20.9	17.1	33	167 19.3	X
79.1	7.6	11.5	A-4(8)	Gr. Si. Sa.	21.2	21.5	57 @ 22.5	15.6	66	239 16.4	X
62.7	11.1	6.5	A-4(8)	Sa. Si.	19.8	19.2	4 @ 19.7	17.8	8	183 19.2	Typical Soil
46.8	9.7	9.7	A-4(8)	Gr. Sa. Si.	15.7	20.4	9 @ 20.9	17.6	24	187 18.2	
72.3	11.7	11.7	A-4(8)	Sa. Si.	17.3	19.6	8 @ 21.7	18.7	14	183 19.6	
79.3	3.9	25.0	A-4(8)	Sa. Si.	20.6	25.4	10 @ 25.1	18.6	40	119 18.7	X
75.6	12.3	4.0	A-4(8)	Sa. Si.	17.7	20.1	13 @ 19.7	15.6	32	239 16.8	X
77.8	5.7	29.3	A-4(8)	Sa. Si.	20.6	24.8	13 @ 27.0	18.8	58	159 19.0	X
73.2	14.0	4.6	A-4(8)	Sa. Si.	17.6	20.3	11 @ 21.3	17.6	27	163 18.3	X
83.5	6.4	7.2	A-4(8)	Si.	14.1	23.8	13 @ 21.6	15.6	62	275 16.2	X
80.0	11.8	3.7	A-4(8)	Si.	19.3	21.6	5 @ 19.7	14.9	53	115 17.0	X
80.8	8.2	3.8	A-4(8)	Si.	18.3	22.2	11 @ 20.7	15.2	38	104 17.9	X
85.4	7.6	7.6	A-4(8)	Si.	15.7	23.1	8 @ 22.3	17.2	44	107 18.6	X
82.4	6.3	10.3	A-4(8)	Si.	22.8	21.7	9 @ 23.3	16.0	68	111 17.6	X
86.4	6.9	10.3	A-4(8)	Si.	23.7	22.5	10 @ 22.8	16.1	56	179 18.7	X
77.3	15.6	3.9	A-4(8)	Sa. Si.	16.8	20.4	5 @ 21.0	15.4	25	223 17.9	X
83.7	7.0	9.7	A-4(8)	Si.	19.3	22.4	8 @ 23.0	19.0	46	80 20.7	X
62.3	9.6	9.3	A-4(8)	Sa. Si.	12.3	20.3	16 @ 19.4	14.4	65	291 14.7	X
80.2	8.8	5.1	A-4(8)	Si.	14.2	21.5	9 @ 21.0	14.5	57	179 15.4	X
80.3	11.2	6.1	A-4(8)	Si.	16.9	21.2	9 @ 22.1	16.1	41	222 17.1	X
79.2	6.4	13.3	A-4(8)	Sa. Si.	16.3	22.2	10 @ 21.0	16.1	57	151 18.0	X
81.4	8.1	5.3	A-4(8)	Si.	17.6	21.5	7 @ 21.1	14.5	41	243 15.0	X
82.1	6.7	8.5	A-4(8)	Si.	12.6	22.9	9 @ 20.1	15.7	56	255 16.0	X
68.7	5.9	13.4	A-4(8)	Sa. Si.	16.9	23.2	13 @ 21.4	16.6	65	100 18.2	X
74.6	9.4	10.8	A-4(8)	Sa. Si.	24.4	21.3	13 @ 21.5	16.8	42	115 18.2	X

Form E-147--10M

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

Stanfield - Jct - Pendleton Airport Road

State Printing

STATION			Hole No	Lab. No.	LL	PI	P#10	P#200	% Gr.	% CS	% FS	% Si	% Cl
283+00,	31' L - 15" - 55'		83	723807	22	0	95.2	80.6	4.8	1.0	13.6	73.8	6.8

SHEET 2 OF 2 SHEETS

	PCI	SE	AASHO Classif	Textural Classif.	Natural Moist.	Saturation of Max. Density	R-Correct & % Moist	% Moist @ 300 Gmd.	R @ 300 Gradation	% Moist no Moist Test	Lab Ref. Comp
8	6.8	—	A-4(8)	So. Si.	13.2	22.0	12@ 21.3	15.4	65	115 37	X

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: September 28, 1965

In reply refer to: 08-35.2-DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

REFERRED TO

By Asst. State Hwy. Engr.

SUBJECT: Oregon I-80N-5(-)186
Stanfield Junction-Pendleton Airport
Pavement Type Justification

We have received your "Revised Project Base Design" for the subject section of I-80N. This design recommends the use of continuously reinforced portland cement concrete for the additional two lanes to be constructed in this area.

We are having some difficulty in checking the design for the bituminous pavement calling for:

5-1/2" asphaltic concrete
3" plant mix black base
17" crushed base

NOTED
F.B. KLAUSE

The A4(8) sand silt soils in this area generally have a good service record as stable road beds. This is borne out by the 30 years of good service furnished by the present highway with an average of about 15" of total pavement and base depth.

It is noted that an "R" value of "8" has been used for design purposes and that a crushed base course equivalent of 32.5 inches is accordingly called for. This low "R" value of 8 would suggest a rather poor subgrade soil.

Numerous samples of subgrade soil were secured and tested. However, some of the test and design procedures are not clear to us.

For example - Oregon Laboratory No. 724211 for subgrade soil 12-1/2" to 52" depth in place shows:

L.L. = 23
P.I. = 0
Silt = 81.4%
Laboratory "R" values = 60-62-65

Corrected "R" value = 7.

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Peace
Merclock
Trout
Scott
Olson

RECEIVED
OCT 1 1965
CONSTRUCTION
DIVISION

10-30-65

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The correction from an "R" value of 60 indicating a good material to a very low "R" value of 7 indicating a poor soil is not clear to us.

Before an adequate review of your proposed design may be made this point should be clarified.

SEP 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1965
FOR

Form CO-12 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

KLABOE

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: October 8, 1965

In reply refer to:
08-35.2-DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-5(-)186
Stanfield Junction to Rieth Hill - Location

NOTED
F. B. KLABOE

Mr. Klaboe's letter dated August 18, 1965 requested information concerning the proposed location of Interstate 80N on the subject section. An alternate Interstate location which leaves the existing main highway and connecting local road system undisturbed would be impractical because of additional costs alone.

It has been previously indicated that if the need is shown, an interchange could be provided at Barnhart Road.

The main issue that remains is the acceptability of the split diamond arrangement between Rew and Yoakum roads. We do not believe that the split diamond arrangement is appropriate. It is now generally recognized that partial interchange arrangements or isolated ramps in rural areas are an improper order of design because of increased probability of wrong-way ramp use. Such conclusions are supported by experience and might be explained by the irrational reactions of a few drivers to unfamiliar situations. Certainly the split interchange arrangement as proposed here, or any other partial arrangement, will be extremely unusual on the rural sections of the Interstate. Although careful attention to signing and location of the frontage road between the halves of the interchange, as discussed in your letter of August 18, 1965, would reduce general objections to the design, there are no compelling reasons in this situation to warrant such experimentation with safety aspects of freeway design. The split arrangement is also more costly than a simple interchange design.

orig to Bonebrake
copy to Young
10-13-65

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OCT 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 20 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 17, 1965

SUBJECT: Stanfield Junction-Rieth Hill Section of I-80N

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Attention: Mr. D. J. Barbee

I enclose a letter to me from Bureau of Public Roads Division Engineer Parsons and our file concerning the proposed quarry near the west end of the project. You will recall that this quarry has been optioned by a contractor who I am sure intends to bid on the project and that we have asked the Bureau of Public Roads of their opinion of this procedure.

Would you please have somebody in your Department analyze all the information and discuss it with me. It is my feeling from a cursory examination of the information that the Bureau of Public Roads does not wish to become involved with any condemnation of the contractor for the purpose of making the source available to others.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosures

10/18/65
Contract Dept - If we purchase
we will, the BPR will
should Take no further
cc Surv - Survey
10-19-65

Form CD-121
(11-63)
(Pres. by
A.O. 266-10)

UNITED STATES GOVERNMENT

Memorandum

klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 31, 1965

In reply refer to: 08-35.4-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(1)147 (PE)
Stanfield Jct.-Rieth Hill Section
Mr. Klaboe's August 25, 1965 letter

Your letter dated August 25 requested information concerning the Bureau's policy about mandatory materials sources.

PPM 21-6.3, dated December 22, 1964, paragraph 14, clearly indicates the policy of the Bureau of Public Roads concerning such matters.

Sent to Morgan
Copy to Young
9-16-65

RECEIVED
SEP 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 26 1965
FOR FILING
I-80N-1(27)197
197

August 25, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Re: Stanfield Junction to Sixth Hill
Section of the Old Oregon Trail
Highway

Dear Sir:

In Section 9, T. 6 N., R. 30 E., Umatilla County, the State has drilled five holes in an area 700' by 900' adjacent to a county road for a material source known as the Vallemdorf prospect. The quantity and quality of the material was determined to be satisfactory for surfacing of the West Unit, Stanfield Junction-Sixth Section of I-82H and none other found for this unit.

It was the intention to provide equal competition by making this source available to all contractors. However, a contractor bidding on such projects has obtained an option on this property covering the period of construction.

Does the Bureau have any policy concerning matters such as this? An early reply will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young

RECEIVED
AUG 19 1965
FOR FILING
07-KOR-1(22)187

August 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Stanfield Junction-Sixth Hill Section, Old Oregon Trail Highway

Dear Sir:

Reference is made to your letter of June 17 in regard to the subject section and our request for a resurvey on new alignment. As suggested, a further study has been made of the comparative costs of the present field surveyed alignment and the suggested new alignment.

This study was made utilizing the field survey data and reconnaissance methods to determine a probable cost on the new alignment. The field survey, adjusted to agree with the plan proposed at the hearing, would be $7,830,000. Adjusted for our previously recommended plan which included a diamond interchange at Bernhart Road, a split diamond with one half at Row Elevator and one half at Yoakum Road and structures at each half with a frontage road connecting the two halves, would be approximately $8,030,000. The suggested new alignment is estimated at $9,340,000.

In reference to Mr. Swick's memorandum, which you forwarded with your letter, we might comment along the lines of the data he mentioned that alternates outside the study area were eliminated on the basis of increased length and cost which would be involved by deviating from practically a straight line between the two termini. Swinging materially either north or south would increase the length and curvature and hit into more rugged topography. No advantage could be seen in such a maneuver.

Alternates within the study area with little difference in benefit as far as the main line is concerned were not studied. Varying nonparallel grade lines were used but no attempt at changing alignment for varying median width was tried. No apparent gain could be seen over the uniform 130-foot center-to-center distance and the introduction of the necessary curves

to vary the median was believed objectionable. Varying treatment as far as local service was tried but, in this area of low traffic side roads with "apparent" alternate methods of service, it has been impossible to "justify" local service which is satisfactory to the local jurisdictions. It was, therefore, necessary to bring into the study an alternate which has a somewhat higher cost than the original but is apparently acceptable to the local people. This alternate is for all practical purposes the same as the field survey (length, alignment, et cetera) except that it leaves the existing highway for local service, does not disrupt the local road system, school bus routing or the access on one side of the highway.

The costs are approximately $1,320,000 more than our suggested plan and $1,520,000 more than the plan presented at the hearing. The added benefits are difficult to put a finger on--slow-moving farm equipment could be moved along the existing highway if it were left as a frontage road, abutting lands (on the north side only) could be served from this frontage road rather than from roundabout use of a poorly surfaced county road system, all existing county roads could be utilized as they are presently for school bus, mail, farm-to-market, et cetera. No price tag can be readily developed for this or for the ability to develop further usage of, and along, these existing roads without constructing new interchanges or roads parallel to the freeway.

Adding the Barnhart Interchange to the plan shown at the hearing would not make that plan acceptable to the local people. We believe that adding it and revising the Rae Interchange to a split diamond as previously recommended would cost little more and would maintain the continuity of Yeakum Road, eliminate the necessity of improving the section of county road, reduce the out of direction travel for people using Yeakum Road and may make the plan saleable. (See hearing transcript for additional information.)

Investigation of alleged "split diamond" problems in Montana shows that these were isolated half interchanges. We can see no reason why the facility we have suggested would be hazardous or prone to misuse if the frontage road is immediately adjacent to the ramps and to the freeway and properly oriented and signed to preclude accidental entrance to the off-ramps. If this pattern cannot be implemented, then it appears that our only alternative is to go to the new alignment where the local access is automatic and not something which must be "justified". We can see no point in more detailed survey work on the new alignment unless you are in general agreement that this will be an acceptable location for the Interstate highway.

Mr. A. M. [illegible]
Page Two
August 16, 1965

Please review this matter and, if you cannot agree with either our previously recommended plan or the new alignment plan, then we would appreciate your comments on what might be financed by Interstate funds which you believe will restore the local road system to a point where it can be sold to the local jurisdictions.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. A. F. Parsen

ADO:jp srb

Form CD-121 (11-63) (Par. 6)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: June 17, 1965

In reply refer to: 08-35.2-DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-5(1)147
Morrow Co. Line-Pendleton Section

cc Baxter
Yeary
ret rec to me 6-23-65

Mr. Klaboe's letter, dated June 2, 1965, requests our concurrence in the resurvey of the proposed freeway location between Stanfield Junction and Rieth Hill. The resurvey would be on a new alignment, leaving the existing road as a frontage road. You do not show any estimated cost of this proposed location--however, from your earlier submissions dated May 26, 1964 and June 5, 1964, we have assumed that the additional cost for this alternate location would be approximately 2.7 million dollars.

Section 101(b), Title 23, provides that existing highways located on Interstate routes shall be used to the extent such use is practical, suitable and feasible. Such existing highway becomes one possible alternate for the Interstate route, requiring the same engineering and economic considerations as any other alternate. A location study would be considered incomplete if it does not adequately establish the acceptability or unacceptability of such existing highways as the proper location.

We are attaching a copy of a memorandum dated September 15, 1964 from Mr. E. H. Swick that concerns the location of Interstate and other Federal-aid highways. This memorandum explains the documentation needed before any decision can be made concerning this section of highway. It is intended that the provisions of the September 15 memorandum be applied (1) when a new highway is being developed, (2) when a decision has been made to relocate an existing highway, or (3) when such is necessary to determine whether the existing highway or a relocation should be selected.

Our memorandum to you dated March 2, 1965, suggested an overall plan for the area between Barnhart Road and Rew Elevator; however, the hearing map did not indicate any proposed connection at Barnhart Road. It would appear that much of the objections raised at the hearing would have been eliminated if this interchange had been shown. It is difficult to see how a new location in this area will solve the problems of the local land owners. It would appear that these problems would be moved from the properties adjacent to the existing highway to the properties adjacent to the highway on a new location.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

This office would not object to the expenditure of preliminary engineering funds to study the feasibility of the route suggested. This should not be interpreted as a concurrence by this office in the suggested alternate location.

Attach.

RECEIVED
JUN 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1965
FOR FILING

Salem, Oregon 97310
August 17, 1965

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Stanfield Junction to
Rieth Hill Section of the
Old Oregon Trail Highway

Attention: Mr. D. J. Barbee

Reference is made to your inquiry concerning the fact that Roy L. Houck Company has taken an option on the only suitable quarry for the west end of this project.

I have checked this matter out with Mr. Dee of the Bureau of Public Roads and he states that the Bureau has no complaint about this whatsoever. I would, therefore, like you to prepare a rough draft containing the pertinent information to the Bureau for my signature asking for their expressions in writing.

If they continue to take the attitude that it is not pertinent or important, we will make no attempts to secure the rights now owned by Mr. Houck.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Form CD-121
(11-63)
(Prescribed by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

MAR 10 1965

I-ORE-5(27)147

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

7017

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

DATE: March 2, 1965

In reply refer to: 08-35.2-DA

SUBJECT: Oregon I-80N-5(1)147
Stanfield Jct.-Pendleton Interchange Design

Mr. Shaw's letter dated February 2 requested our consideration of the problems confronting the designer of the subject section of freeway as related to interchange design, location and local road access. The basic problem here is how best to provide for local road access at "Rew" Elevator Road, Yoakum Road and Barnhart Road.

You have proposed two methods of providing access. Both call for split diamond interchanges. One calls for a split diamond between "Rew" and Yoakum Roads with a frontage road on the north and a full interchange at Barnhart Road. The second calls for a split diamond at "Rew" and Barnhart Roads with a frontage road approximately 4 miles long between them. This plan also called for a X-road structure at Yoakum Road. We have no recent traffic movement data for this area. This would be helpful in order to properly evaluate the situation.

You are well aware of our objections to the use of a split diamond interchange in rural areas. This office would be willing to recommend as an overall plan for this area the following:

1. Place a full diamond interchange at "Rew" Elevator Road.

2. Construct frontage road on the northerly side of freeway easterly to Yoakum Road.

3. Improve "Rew" Elevator Road to south approximately one mile to the same standard that is currently used on Yoakum Road.

4. Sever Yoakum Road at freeway.

5. Provide a minimum type diamond facility at Barnhart Road provided that a need is definitely shown.

Original To: C/Son
Copy To: Olson
3-10-65

This plan should provide for adequate access to the area, create a minimum of out-of-direction travel for the majority of traffic desiring access at these points. We are attaching a Xerox print of the area indicating in red our proposal.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
LLOYD P. SHAW

RIETH HILL

PENDLETON

Pop. 15,174 (Est.)

20.1

INTERSTATE

U.S. SIGNAL STA.

FEDERAL

AID

INTERST.

30

31

36

6

1

Rieth Ridge

RIETH

Rieth

Barnhart

Yoakum

Horse-Shoe Curve

EASTERN OREGON STATE HOSPITAL FARM

R. R.

RECEIVED
FEB 2 - 1965
FOR FILING
I-Umt-1(37)187
1217

February 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Stanfield Junction-Pendleton
Old Oregon Trail Highway
Umatilla County

Dear Sir:

With reference to your letter of November 5 in regard to our proposal at the New Elevator-Yoakum Road location, a review has been made relative to damages which will be incurred if we do not utilize a split diamond interchange pattern as we suggest, or some higher type facility.

A full interchange has previously been approved at Yoakum Road; however, during the field survey it became evident that while there is not a large amount of traffic on the New Elevator Road there is need for an all-weather replacement for the existing highway when it is incorporated into the Interstate freeway and the county road is "severed by separation". To run a frontage road from Yoakum Road Interchange to New Elevator would help this but would still give only one direction service from New Elevator Road.

Pendleton Grain Growers' New Elevator collects grain from the local growers, then hauls it westerly to Umatilla for shipment by barge. Increased travel distance to and from this elevator by frontage road to Yoakum Road Interchange would not constitute reasonable access from the Pendleton Grain Growers' viewpoint and would cause at least 50 per cent damages in condemnation. The elevator is valued at $147,000, damage would be $70,000 or more. This, coupled with the cost of a lower type frontage road to restore continuity of the road system, would be more than the cost of the higher type frontage road needed for the split diamond pattern which has been proposed. (The frontage road for use with the split diamond, based on a field estimate for 11-foot lanes and four-foot shoulders using 3½-inch asphalt concrete, would cost approximately $100,000 for the one mile of length.)

This would maintain the continuity of the road system and allow for normal growth of the area and add only minor increased cost to the local road user.

To carry this one step further, this split interchange pattern might well be started at "Barnhart Interchange" (which you have not approved for construction) and run westerly to New Elevator, eliminating the interchange legs at Yoakum Road but still allowing for "all direction" travel from all three of these roads. This has been suggested in a previous submittal as an alternate method of maintaining continuity without constructing two full interchanges. That part of the submission has not been answered to date.

The county road at "Barnhart Interchange" is also being "severed by separation" and will cause out-of-direction travel over poor roads for the people of the area. Justifications have previously been supplied for a full interchange at this point but have apparently been denied on the basis that the people could find another way out regardless of circuity, road-user cost, disruption of school bus routing, and disruption of road system in general.

A breakdown of estimated costs for the section from Stanfield to a point east of "Barnhart Interchange" indicates that utilization of the present two lanes of highway saved approximately $2,045,000 in construction costs alone over building four new lanes and leaving the present road for local traffic. The decision to use the existing highway and make this saving was made assuming that interchanges and frontage roads could be provided to give the necessary service to the local road system.

If added interchanges are believed dangerous to the point that additional expense in frontage roads can be justified, then splitting a diamond interchange with a frontage road from Barnhart to New Elevator would be in order. If not, then an interchange at Barnhart and a split diamond at Yoakum Road and New Elevator would provide the needed service.

We would appreciate your serious consideration of these problems since we must soon go to public hearings on these projects and do not feel we are in a particularly good position in cutting up the local road system as you have suggested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson
ADO:jp: ajw

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 5, 1964

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

CONSTRUCTION DIVISION
RECEIVED
NOV 12 1964

SUBJECT: Oregon Project I-80N-5(-)186
Stanfield Junction- Pendleton
Yoakum Interchange

Mr. Morgan's letter dated August 24, 1964 requested our tentative approval of a proposed split diamond interchange for the Rew Elevator-Yoakum Road area of the subject highway. The halves of the split diamond are connected by a frontage road approximately 1 mile long.

The use of a split diamond interchange in relatively low volume rural areas encourages wrong way operation on ramps. The use of a full diamond interchange located either at Yoakum Market Road, which was approved 11-7-63, or at county road at Station 773, would be acceptable.

Justification for the frontage road between these two roads would have to be submitted for our consideration before we could agree to its construction with FAI funds.

RECEIVED
NOV 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 26 1963
FOR FILING

July 25, 1963

Mr. Philip F. Miles, Acting Chief
Real Estate and Utilities Section
Federal Aviation Agency
Post Office Box 90007, Airport Station
Los Angeles 9, California

Dear Sir:

Your letter of June 19 directed to our Pendleton office (WE-724) concerning access to your VORTAC facility from the relocation of the Stanfield Junction-Pendleton Section of Interstate Highway 80N, has been forwarded to this office.

Our survey is now underway and plans may be complete by the spring of 1964, but construction will be later and is, at this writing, unscheduled.

Possible relocation of your access road is being considered. If it appears in the best interest of the highway users for economic reasons to change the pattern, connection will be made by a facility, rock surfaced, drained, and with a width of not less than 12 feet.

Plans for your review and approval will be submitted to you when they have been completed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan

JEM:wb: ajw

FEDERAL AVIATION AGENCY
WESTERN REGION
P.O. Box 90007, Airport Station
Los Angeles 9, California

June 19, 1963

IN REPLY REFER TO: WE-724

Oregon State Division of Highways
Pendleton, Oregon

Gentlemen:

Our Field Representative informs us that he was approached by the Pendleton segment of the Oregon State Division of Highways relative to projecting necessary relocation of our access road to the VORTAC Facility, Pendleton, Oregon, due to approved Interstate Freeway System construction in the immediate area. We understand tentative plans indicate construction will be underway in the immediate area of our access road in early spring or shortly after January 1, 1964.

The Federal Aviation Agency would not object to such a project provided it was accomplished at no cost to the Government, including the obliteration of the present road in accordance with Article 13 of Lease C4ca-5503-A, copy enclosed.

Any new road should be a minimum of 12 feet wide, gravelled, shaped, etc. in accordance with acceptable standards. One gate and one or possibly two culverts will be required. It will also be necessary that the new access roadway be constructed before removing the old roadway.

Please submit a formal offer for our review and comments.

Sincerely,

Philip F. Miles

Philip F. Miles, Acting Chief
Real Estate and Utilities Section
Installation & Materiel Division

Enclosures - 2
Revised Drawing 4D-5959-2
Lease C4ca-5503-A, Shirley R. Temple,
Guardian of Stella Mae Rew, et al

188

Form ACA 413
(U. S. Government-Standard Form No. 2
As modified for use by the Civil
Aeronautics Administration.)
(Revised July 31, 1946)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON
5651 West Manchester Avenue
Los Angeles 45, California

Airway

Site No.
VORTAC Facility
PENDLETON, Oregon
C4ca-5503-A

LEASE

between

Shirley R. Temple, Guardian of Stella Mae Rew, Incompetent

and

Ronald Rew & Patricia S. Rew, Partners & Tennants

and

THE UNITED STATES OF AMERICA

1. This LEASE, made and entered into this **sixteenth** day of **August**

in the year one thousand nine hundred and **fifty-eight**
by and between **Shirley R. Temple, Guardian of Stella Mae Rew, Incompetent c/o Proebstel & Ismminger, Attorneys at Law** whose address is **218 Title Insurance Building Pendleton, Oregon**
for **them and their** heirs, executors, administrators, successors, and assigns, hereinafter called the lessor, and the UNITED STATES OF AMERICA, hereinafter called the Government:

& Ronald Rew & Patricia S.Rew Partners and Tennants

612 NW Despain Avenue Pendleton, Oregon

WITNESSETH: The parties hereto for the consideration hereinafter mentioned covenant and agree as follows:

2. The lessor hereby leases to the Government the following described premises, viz:

From the southeast corner of Section 33, T 3 N, R 31 E, W. M. Umatilla County, Oregon, N 23° 53' W 3448.2 feet to the TRUE POINT OF BEGINNING, which is also the SW corner of the leased tract, thence NORTH 80.00 feet to a point, thence EAST 70.00 feet to a point, thence SOUTH 80.00 feet to a point, thence WEST 70.00 feet to the TRUE POINT OF BEGINNING, said tract containing 0.13 acres more or less and being located in the S 1/2, NE 1/4 of said Section 33; together with a 15 foot right-of-way, the centerline of which starts at a point 7.5 feet EAST of the SW corner of said leased tract, thence S 4° 38'W 743.6 feet to a point, thence S 26° 46' W 618.6 feet to intersect with U.S. Highway Number 30, said right-of-way containing 0.47 acres more or less and being located in the S 1/2 NE 1/4 and the N 1/2 SE 1/4 of said Section 33.
All bearings are TRUE.

Together with the right to the Government and its officers, agents, and representatives to enter upon the premises and to use such portions thereof as may be necessary for the purpose of constructing, installing, maintaining, operating, and protecting thereon such buildings, apparatus, and equipment as may be necessary for the operation of a VORTAC facility, and to make such alterations and repairs in the premises as may be necessary for the accomplishment of the purposes for which the premises are leased, including the right to remove any trees, shrubs, or vegetation, and to keep the premises cleared of trees, shrubs, or vegetation, and to remove any obstructions, which may interfere with the operation of the facility or with the approaches thereto, and to trim, cut, fell, and remove from the premises all trees, shrubs, or vegetation, and remove any obstructions, which are now or hereafter, in the opinion of the Government, may endanger or interfere with the safe operation of the facility or with the approaches thereto.

16—28300-3

And a right-of-way for ingress and egress to and from the premises; right-of-way or rights-of-way for establishing and maintaining a pole line or pole lines for extending electric power, telephone, and telephone typewriter facilities to the premises; and rights-of-way for subsurface power, communication and water lines to the premises; all rights-of-way to be over the said lands and adjoining lands of the lessor and, unless hereinbefore described by metes and bounds, to be by the most convenient routes;

And the right to establish and maintain beacon lights and other lighting equipment, radio, and other facilities for communication and signaling purposes, and other facilities and equipment for the guidance and operation of aircraft;

And the right of grading, conditioning, installing drainage facilities, and seeding the soil of the premises, and the removal of all obstructions from the premises which may constitute a hindrance or hazard to the operation of aircraft or to the establishment and maintenance of air navigation facilities;

3. TO HAVE AND TO HOLD the said premises with their appurtenances for the term beginning

September 1, 1958 and ending with June 30, 1959

4. The Government shall not assign this lease in any event, and shall not sublet the demised premises except to a desirable tenant and for a similar purpose.

5. This lease may, at the option of the Government, be renewed from year to year at a rental of THREE HUNDRED DOLLARS ($300.00) PER ANNUM and otherwise upon the terms and conditions herein specified, provided notice be given in writing to the lessor at least THIRTY (30) days before this lease or any renewal thereof would otherwise expire: Provided that no renewal thereof shall extend the period of occupancy of the premises beyond the thirtieth day of June 1978.

6. The lessor shall furnish to the Government, during the occupancy of said premises, under the terms of this lease, as part of the rental consideration, the following:

The lessor agrees not to construct buildings, structures, hay stacks or like obstructives within a distance of 1200 feet from the center of the above described tract without the written consent of the Government; and also agrees not to park farm machinery within a distance of 750 feet from the center of the above described tract.

7. The lessor shall not, during the term of this lease erect any structures on the premises, nor use nor allow the use of the said premises in any manner without the written consent of the Department of Commerce, Civil Aeronautics Administration.

8. The Government shall have the right, during the existence of this lease, to make alterations, attach fixtures, and erect additions, structures or signs, in or upon the premises hereby leased, which fixtures, additions, or structures so placed in or upon or attached to the said premises shall be and remain the property of the Government and may be removed therefrom by the Government upon the termination of this lease or within 90 days thereafter.

9. The Government shall pay the lessor, for the premises, rent at the following rate:
THREE HUNDRED DOLLARS ($300.00) FOR PERIOD SEPTEMBER 1, 1958 THRU JUNE 30, 1959
Payment shall be made at the end of each Government fiscal year in arrears without the submission of certified invoices or vouchers.

10. No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this lease or to any benefit to arise therefrom. Nothing, however, herein contained shall be construed to extend to any incorporated company, if the lease be for the general benefit of such corporation or company.

Form ACA 413
(U. S. Government Standard Form No. 3
As modified for use by the Civil
Aeronautics Administration.)
(Revised July 31, 1946)
(Sheet 2)

11. The last sentence of Paragraph 2 on page one, beginning "together with ...." and paragraphs 12, 13, and 14 on the attached rider were added prior to signatures of all parties to this lease.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names as of the date first above written.

Ronald Rew Patricia S. Rew

Ronald Rew & Patricia S. Rew, Partners & Tenants

Shirley M. Temple - Guardian of Stella Mae Rew, Incomp.

Lessor

Shirley M. Temple, Guardian of Stella Mae Rew, Incompetent

As the holder of a mortgage dated

---

against the above-described premises, the undersigned hereby consents to the foregoing lease and agrees that if, while the lease is in force the mortgage is foreclosed, the foreclosure shall not void the lease.

THE UNITED STATES OF AMERICA,

N/A

Mortgagee.

By E R Main

E. R. Main, Chief
Real Estate & Public Utilities Section

(If lessor is a corporation, the following certificate shall be executed by the secretary or assistant secretary)

I, _____, certify that I am the

_____ Secretary of the corporation named as lessor in the attached lease;

that _____, who signed said lease

on behalf of the lessor, was then _____ of said corporation; that said lease was duly signed for and in behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

_____ [CORPORATE SEAL]

16—20303-3

INSTRUCTIONS TO BE OBSERVED IN EXECUTING LEASE

1. This form of lease shall be used by the Department of Commerce, Civil Aeronautics Administration, in the leasing of sites for air navigation purposes. After proper execution by the lessor, the lease shall be submitted in quadruplicate to the Department of Commerce, Civil Aeronautics Administration, for acceptance by its contracting officer.

2. The lease shall be dated and the full name and address of the lessor clearly shown in article 1. The premises shall be fully described in article 2 and the area shown. The location by reference to county and State, shall also be shown.

3. Whenever the lease is executed by the attorney, agent, or trustee on behalf of the lessor, three authenticated copies of his power of attorney, or other evidence to act on behalf of the lessor, shall accompany the lease.

4. When the lessor is a partnership, the names of the partners composing the firm shall be stated in the body of the lease. The lease shall be signed with the partnership name, followed by the name of the partner signing the same.

5. Where the lessor is a corporation, the lease shall be signed with the corporate name, followed by the signature and title of the officer or other person signing the same on its behalf, duly attested. The corporate certificate on page 3 of the lease shall be properly filled in and the corporate seal affixed. If the corporation does not have a seal, that should be stated on the certificate.

6. Whenever the lease is executed by an administrator or executor on behalf of an estate, authenticated copies of the appropriate court order or probate certificate, evidencing his appointment as such by the court having jurisdiction over the administration of the estate, shall be attached. Real estate ordinarily vests in the heirs or devisees of the deceased owner and the fact that an executor or administrator has been appointed does not necessarily authorize him to lease such property. Therefore, in addition to furnishing evidence of the appointment of the executor or administrator the authority of the executor or administrator to lease such property shall be shown by the furnishing of (*a*) an authenticated copy of an order of the court having jurisdiction over the administration of the estate; or (*b*) a certified copy of an extract from the laws of the State where the property is located, with citations of the statutes extracted; or (*c*) an authenticated copy of the probated will, if any.

7. If in connection with the use of the leased premises, the lessor is agreeable to furnishing as part of the rental consideration certain facilities and/or services, other than personal services, or is agreeable to granting any additional rights and privileges not specifically indicated in the lease, provision therefor shall be made under article 6.

8. If the premises are mortgaged the "Subordination of Mortgage Clause" shown on page 3 shall be filled in and signed by the mortgagee. If the premises are not mortgaged, the word "None" shall be indicated in the space provided for the signature of the mortgagee.

9. If in addition to the mortgagee, there is any other person having an interest in the premises, his or her written approval for the use of the premises by the United States for the desired purpose shall be indicated on the lease.

10. There shall be no deviation from this form of lease without prior authorization by the Director of Procurement, except—

(*a*) The first paragraph, page 2, beginning "Together with," may be deleted if the premises are not to be used to land and operate aircraft.

(*b*) Article 3 may be drafted to cover a monthly tenancy or other period less than a year, if desired.

(*c*) In article 5 if a renewal for a specified period other than a year, or for a period optional with the Government is desired, the phrase "from year to year" may be deleted and proper substitution made. If the right of renewal is not desired or cannot be secured, article 5 may be deleted.

(*d*) Additional provisions, relating to the particular subject matter that may be mutually agreed upon, may be inserted, if not in conflict with the standard provisions.

11. When additional provisions, relating to the particular subject matter that may be mutually agreed upon, are inserted or when necessary deletions or other alterations are made before the signing of the lease by the lessor, notation shall be made in the blank space following article 11 to the effect that they were made before the signing of the lease; if made after the signing of the lease, they shall be properly initialed by the lessor.

12. If the property leased is located in a State requiring the recording of lease in order to protect the tenant's rights, ca hould be taken to comply with all suc statutory requirements.

U. S. GOVERNMENT PRINTING OFFICE 10--[illegible]

Rider to Accompany Lease C4ca- C4ca 5503 A

12. The Lessor warrants that no person or selling agency has been employed or retained to solicit or secure this lease upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by the Lessor for the purpose of securing business. For breach or violation of this warranty the Government shall have the right to annul this lease without liability or in its discretion to deduct from the contract price or consideration the full amount of such commission, percentage, brokerage, or contingent fee.

13. The Government shall when removing the installations at the expiration or cancellation of the lease, remove all gravel placed thereon, foundations, placed poles, cables, etc. from the leased area, and return the land as nearly as possible to it's original condition.

14. The ground, including the gravelled portion of the right-of-way shall be treated by the Government to exterminate all annual and noxious weeds growing thereon.

STATE OF OREGON)
COUNTY OF UMATILLA) ss.

I, Jack Folsom, Recorder, certify that this instrument was filed for record on

Jan. 23, 1959

at 8:30 o'clock AM in the record of Deeds of said County in

Book 252 Page 484
/s/ Jack Folsom
Recorder of Conveyances

By:. . . . . .Deputy
Fees $5.50 No. 212077

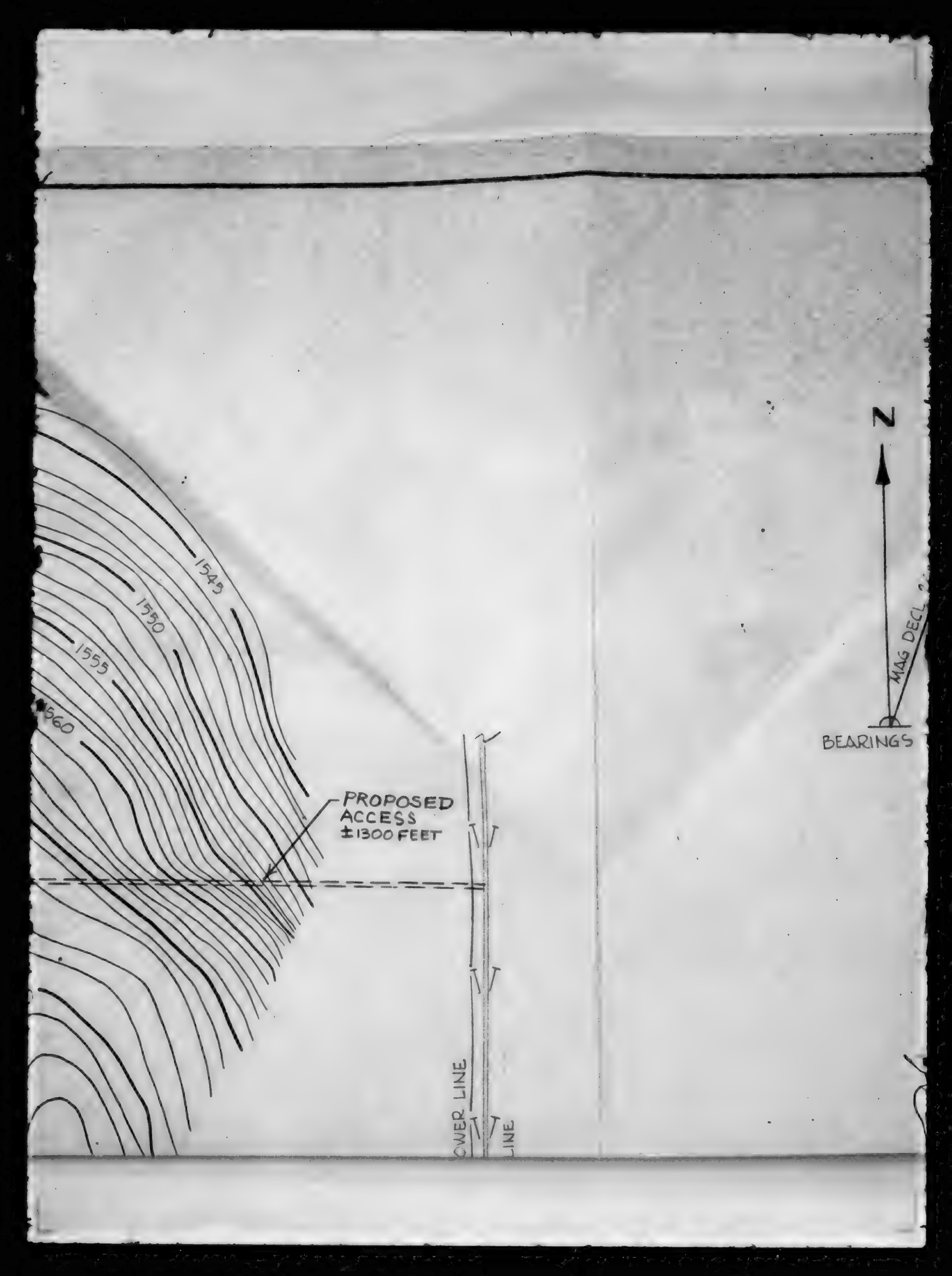
STATE OF Oregon)
) SS
COUNTY OF Umatilla)

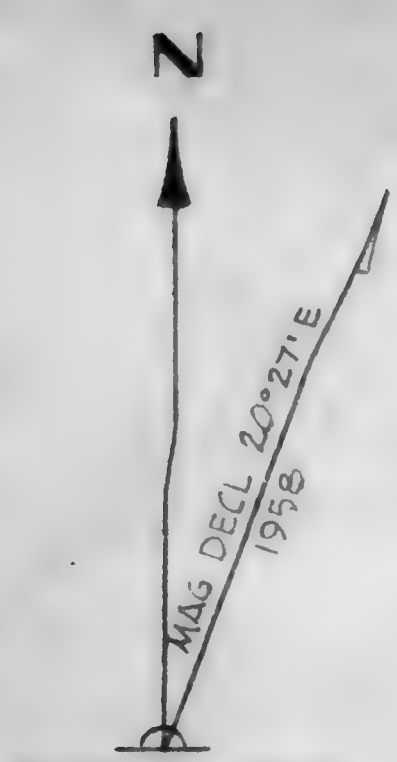
On this 11th day of August 1954, before me Lorene Craig a Notary Public, in and for the said County of Umatilla, State of Oregon, duly commissioned and sworn, personally appeared Harold Rice, Vilicia A. Rice, and Shirley K. Triplett personally known to me to be the person whose name is subscribed to the within instrument and they duly acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, at my office in the County of Umatilla, State of Oregon, the day and year in this certificate first above written.

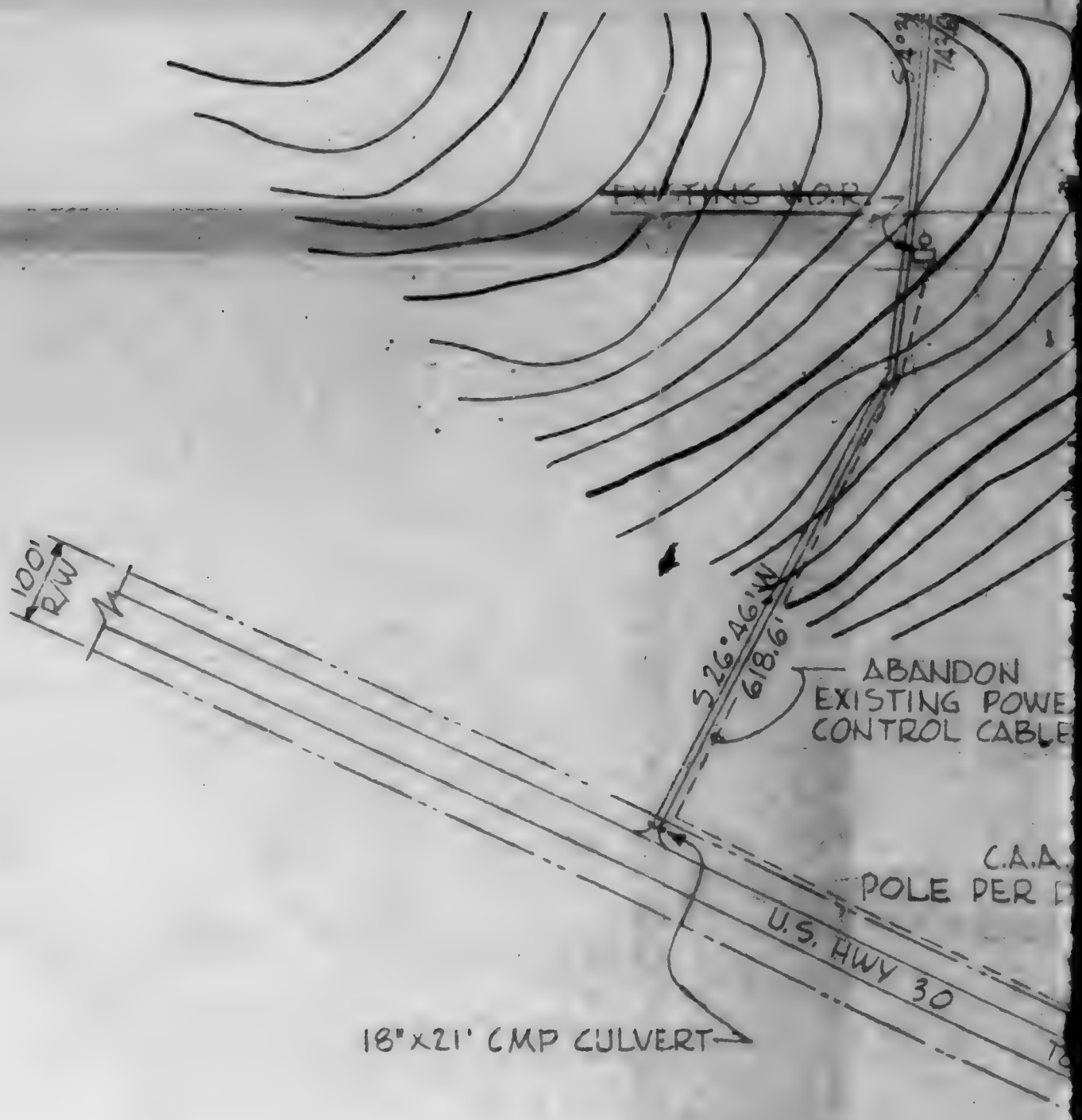
(Signed) Lorene Craig
Notary Public in and for the County
of Umatilla, State of Oregon
My Commission Expires: Dec. 19, 1960

1540
1555
1560
1565
VORTAC FACILITY
1570
1550
1555
1560
1565
P.O.B.
1570
EXISTING
12' GRAVEL ACCESS ROAD
S4°38'W
743.6'
1570
EXISTING V.O.R.


1545
1550
1555
1560
PROPOSED
ACCESS
±1300 FEET
POWER LINE
LINE
N
MAG DECL
BEARINGS



BEARINGS TRUE



PROPERTY TIE & TOPO

SCALE IN FEET

200 0

R.E.A. POWER LINE

TELEPHONE LINE

POWER & CONTROL CABLES, 36" U.G.

NDON
G POWER &
L CABLES.

GRAVELED COUNTY

C.A.A. TERMINAL
E PER DR 4-D-5709-11

S 23°53' E
3448.2'

TO PENDLETON 7 MILES

POWER CO.
TERMINAL POLE

PACIFIC PWR & LIGHT CO.

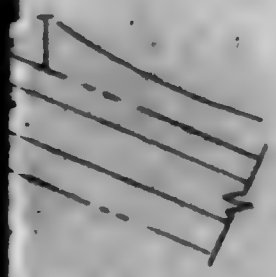
TO SE SECTION CORNER
SEC 33, T.3.N, R.31.E., W.M.

TOPOGRAPHY MAP

E IN FEET

0 200

COUNTY ROAD



NO.	REVISION
1	MADE RECORD DRAWING

REVIEWED BY		CIVIL AERON AIR NAVIGAT FOURTH REGION
DJ	6603.7	PENDLE
R4B	6602	VORTA
	628	
	674/677	PROPERTY TIE
	670	

DESIGNED	DRAWN	SUBMITTED BY:
	H.SHORE	Fred F. Townsley
TRACED	CHECKED	CHIEF: NAVAIDS PLANT SECT
	E.L.F.	

RECORD DRAWING
AS OF 2-16-59

DATE 9-10-

NO.	REVISION	DATE	CHECKED
1	MADE RECORD DRAWING	6-4-59	RAB

REVIEWED BY	
DJ	663.7
RAB	662
	628
	674/677
	670

CIVIL AERONAUTICS ADMINISTRATION
AIR NAVIGATION FACILITIES DIVISION
FOURTH REGION — LOS ANGELES 45, CALIF.

PENDLETON, OREGON
VORTAC FACILITY
PROPERTY TIE & TOPOGRAPHY MAP

DESIGNED	DRAWN	SUBMITTED BY:	APPROVED BY:
	H.SHORE	Fred F. Townsend	H C Outlaw
TRACED	CHECKED	CHIEF: NAVAIDS PLANT SECT.	CHIEF: PLANT ENGR. BR.
	Edf		

RECORD DRAWING AS OF 2-16-59

DATE 9-10-58

DR. 4-D-5959-2

GPO 924065

RECEIVED
JUL 22 1963
FOL FILING

Lloyd Shaw
Stanfield Jct.-Airp
Rd

FORM E-30 ADM 9-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 10, 1963

SUBJECT:

To: Mr. Walter T. Wright
Right of Way Engineer
Oregon State Highway Dept.
Salem, Oregon

NOTED
W. T. WRIGHT

Attached is a copy of a letter received from the Planning Committee of the property owners on the Stanfield Jct.-Airport Road Section of the Old Oregon Trail Highway. This letter was to have been sent to the Highway Commission but someone fouled up.

This letter is the direct result of the meeting of April 17, 1963, and attended by the property owners and members of the Highway Department. At that time a committee was named and they were to study and make recommendations to the Highway Commission regarding the location of interchanges in the area.

The recommendations included in this letter cover a larger area than intended but they perhaps just wish to go on record regarding some of these matters.

The interchanges listed, I believe, go along with the State's thinking except for the one at Rew Elevator. The Locating Engineer and some of the property owners feel that this interchange should be located one mile East of the elevator, but it is my opinion that, because it was stated by the Highway Department in the meeting of April 17th, that it did not make any difference to us as to the location of this interchange, that we should abide by the decision of the committee and locate it at the elevator. I believe we would avoid a great amount of criticism by following their recommendation.

VERNE A. ALLEN
Liaison Agent

NOTED
LLOYD P. SHAW

VAA:vm
Enclosure

(Check attachment). Make copies for Shaw ✓ Morgan

cc: Mr. A.F. Parson
Mr. Tom Bradd

RECEIVED
JUL 12 1963
RIGHT OF WAY

RECEIVED
JUL 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Bend, Oregon
July [illegible], 1963

[illegible]

[illegible]

[illegible]

TOTAL F/

Elevator

GRAND TOTAL

Load of 750 lbs. = 793 Loads.

CONSTRUCTION Design
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
LLOYD P. SHAW

Route STANFIELD JCT. - PENDLETON AIRPORT JCT. Highway OLD OREGON TRAIL FAI County UMATILLA Proj. No. 030-2(53)
Proj. Engr. L.A. Brandt Length of Project 18.18 Mi. M.P. 187.91 to M.P. 206.09 Date 5-16-63

Frost Penetration 24"-30" TYPICAL SECTIONS Traffic Classif. - VERY HEAVY

STANDARD CRUSHED SURFACING THICKNESS | ALTERNATE SELECT SUBGRADE MATERIAL | OVER EXISTING ROADWAY

1½" of A.C. (Patch-ation required)
2" of top course A.C.
3" of bottom course A.C.
7" of Plant Mix Bituminous Base.

(1)

Typical Soil

24	LL
0	PI
49	% P200 (No Ind.)
0	% Gravel
1	% Coarse Sand
13	% Fine Sand
80	% Silt
6	% Clay
18	"P" Value (Corrected)

AASHO Classif. - A-4 (8)

IN PLACE
4"-5" Oil Mat
6"-12" Base
Placed in 19"62

12" of Selected Subgrade Material (From Site.)
(GRAVEL 5") (1)

SILT

Other Traffic Classif.	Total Thickness Requirements.
HEAVY	19"
MEDIUM HEAVY	16"
MEDIUM	13½"
LIGHT	12"

Required Base & Surf.	Designed Base & Surf.		
	WORK	4	A.C.
		3"	P.M.B.
		27	Cr. Base
26	Future	26	PRESENT
		1½	A.C.
		25½	FUTURE TOTAL

SEE SECTIONS FOR ALTERNATE AND OVER EXISTING ROADWAY.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	L.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for:
Suitable material source to be determined the Engineer.											
The quality of the material in this area is generally fair, if selected [illegible] up graded by the use of Plant Mix Bituminous Base.											

B.P.R.
Supply [illegible]
[illegible]

PAVEMENT TYPE SELECTION

STANFIELD JCT. - PENDLETON AIRPORT JCT.
OLD OREGON TRAIL HIGHWAY
UMATILLA COUNTY
Prefix 630-3453

...al Factors Governing Selection

...assification: VERY HEAVY Present ADT 3000 1980 ADT 30,000 % Heavy Vehicles 35
(NOTE: Increase classification one step for heavy logging use)

... Characteristics: See design chart attached

... Frost Penetration 24" - 30" Precipitation Annual [illegible] 12"±

...ance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: ____

...parisons: Not appropriate due to other factors

...ety Factors Governing Selection

...t Existing Pavements: A.C. or Oil

...nstruction: No problem

... Surface, or Elevated Design: Surface

...n of Aggregates: No problem

... Competition: Not appropriate

... Consideration: No problem

... Preference, Participating Local Government Preference, and ...n of Local Industry: Not appropriate

... No problem

... an Adaptation of Local Materials or of Local Commercially ...ving Mixes: No problem

...ION AND REMARKS:

... to Items 4 and 6, an A.C. wearing surface has been selected. ...g was designated for this section in the ...

RECEIVED
MAY 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 21, 1962

T. Dec, Assistant Division Engineer
08-35.2-DA Salem, Oregon

Oregon P.E. Project I-80N-5(1)147
Stanfield Junction-Pendleton Airport Road Junction Section

We have reviewed the location prospectus and Addendum "A" of the captioned project that accompanied Mr. Morgan's September 13 and 18, 1962 letters. This project was authorized for preliminary engineering on October 30, 1959 under Item 150 of the Interstate program.

The easterly end of this project apparently falls within two statue miles of the Pendleton Airport. Kindly advise us as to whether the airport clearance requirements of PPM 20-13 will be complied with on this section or the following Pendleton Bypass section. In either case the sketch map and other formal requirements should be presented prior to the respective public hearing.

We note that the attachment that accompanied Addendum "A" appears to indicate a 6-foot paved inside shoulder, whereas the narrative of the prospectus state that "four feet of the inside shoulder... will receive 2 inches of asphaltic concrete". Our policy is to allow four feet of paved shoulder, and if the full width as indicated on the attachment is desired, Federal participation is unlikely for the excess pavement.

During the rest area study phase of this section consideration should be given to a location that will also serve FAI-82 traffic. A cursory study indicates that a location between Echo Interchange and Yoakum Interchange might prove feasible.

The specific location and intermediate control points covering the captioned section were approved on November 20, 1956, prior to the requirements for public hearings in rural areas on the Interstate System. Unless the routing is modified as a result of your public hearing, our further formal action on the location will not be required. Other features proposed in your prospectus are satisfactory.

original To Morgan
9-24-62

NOTED
R. L. HOFFER

RECEIVED
SEP 26 1962
FOR FILING

ADDENDUM "A" TO LOCATION PROSPECTUS
STANFIELD JCT.-PENDLETON AIRPORT JCT. SECTION
OLD OREGON TRAIL HIGHWAY
UMATILLA COUNTY

The following addendum is submitted to revise and correct the location prospectus on the Stanfield Jct.-Pendleton Airport Junction Section.

Paragraphs 1 through 2: Correct as per original prospectus.

Paragraph 3: Delete the word "open" in the third sentence. Insert the following between the third and fourth sentences: "Grade revisions, alignment changes and pavement and shoulder widening will be studied on the existing facility to provide a homogeneous Interstate freeway with the proposed new location."

Paragraphs 4 through 9: Correct as per original prospectus.

Paragraph 10: Delete sentence and replace with the following: "There are no existing State Parks or roadside rest areas; however, studies will be made during the survey to determine the best location for two proposed rest areas east of Stanfield Junction."

Attachment: Remove and destroy original attachment and replace with the attachment from this addendum.

September 18, 1962

Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED
TOM EDWARDS

RECEIVED
SEP 20 1962
STATE

PROSPECTUS MAP

STANFIELD JCT. – PENDLETON AIRPORT JCT.
OLD OREGON TRAIL HIGHWAY

UMATILLA COUNTY

Scale 1" = 1 Mile August, 1962

R. 29 E.
R. 30 E.
R. 30.
ECHO INTERCHANGE
YOAKUM INTERCHANGE
T. 3 N.
T. 2 N.
ENDLETON
HIGHWAY
Nolin
Yoakum
Furnish
Reservoir
Speare Canyon
℄
10'
12'
12'
2'
3'
11'
11'
Existing Highway

R.30E.
R.31E.

Pendleton Airport

Airport Rd.

Nelson Canyon

END OF PROJECT
M.P. 206.04

Rieth

℄

VARIABLE — MEDIAN

12' 6' 6' 12' 12' 1.0' 2'

11' 3'

way

TYPICAL SECTION

N.

R.30 E.
R.31 E.

Pendleton Airport

Airport Rd.

Nelson Canyon

END OF PROJECT
M.P. 206.04

PENDLETON

Rieth

℄

VARIABLE —— MEDIAN

6' 12' 12' 10'

2'

CAL SECTION

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LOCATION PROSPECTUS
STANFIELD JCT.-PENDLETON AIRPORT JCT. SECTION
OLD OREGON TRAIL HIGHWAY
UMATILLA COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Old Oregon Trail Highway, which is a State Primary Facility on the Federal-aid Interstate System. The westerly terminus is at M.P. 187.91, which mile point is at the existing Stanfield Junction. The easterly terminus is at M.P. 206.04, which mile point is approximately 0.5 mile west of the Pendleton Airport Junction. The overall length is 18.13 miles.

This will be a location survey to prepare plans, specifications and estimates for grading and paving on an alignment approximating the existing facility but with reconstruction thereof and study for free alignment particularly on the easterly portion. This location is necessary to bring the highway to Interstate standards. There are no towns affected by this project.

The existing 1961 ADT is 3,000 and the projected 1975 ADT is 8,100. Traffic on the relocation warrants a Class "A-(f)" highway with maximum grade and curvature of 5 per cent and 3 degrees respectively. This will be a four-lane freeway with a typical section consisting of two 24-foot traveled ways with 6-foot inside shoulders and 10-foot outside shoulders--traveled ways separated with a variable open median. Four feet of the inside shoulders and 8 feet of the outside shoulders will receive 2 inches of asphaltic concrete. The first 2 feet on the outside shoulders will be paved full depth with asphaltic concrete. Deviations from State and Federal Interstate Standards are not anticipated.

The rise and fall and the central angle data for the proposed project will approximate that of the existing facility. This will be a freeway with no direct access to the highway or connecting interchange legs. A determination will be made during the survey to provide access by frontage roads where economically warranted. Interchanges are proposed at Stanfield Junction, FAI-82 Junction, Echo Junction and Yoakum Junction.

There are no major stream crossings or railroad crossings on this project.

The tentative base design for construction is:

Wearing Surface	4" AC
Top Course Base	2" Level
Bottom Course Base	18" Coarse Base
Total Depth	24"

NOTED
Umatilla County

(Base design subject to change upon completion of soils investigation.)

The paving will be done in stage construction with an additional 1-1/2 inches of asphaltic concrete being applied at a future date when conditions warrant.

Material sources will be located during the survey.

Agreements with Umatilla County will be required in connection with closing and rerouting traffic on county roads.

There are no State Parks or roadside rest areas affected by this project.

September 12, 1962

Attach.

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

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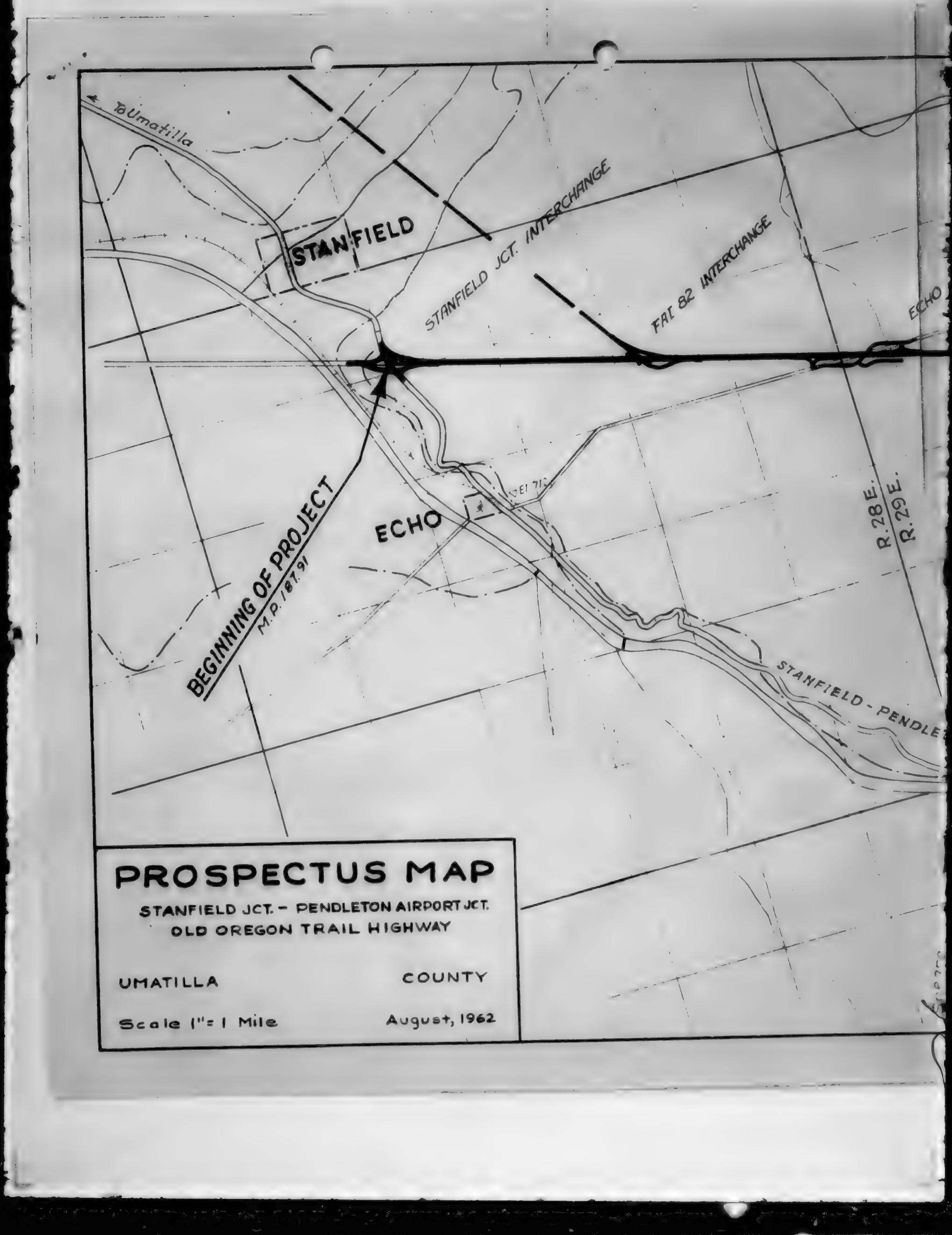
SEP 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS MAP

STANFIELD JCT. – PENDLETON AIRPORT JCT.
OLD OREGON TRAIL HIGHWAY

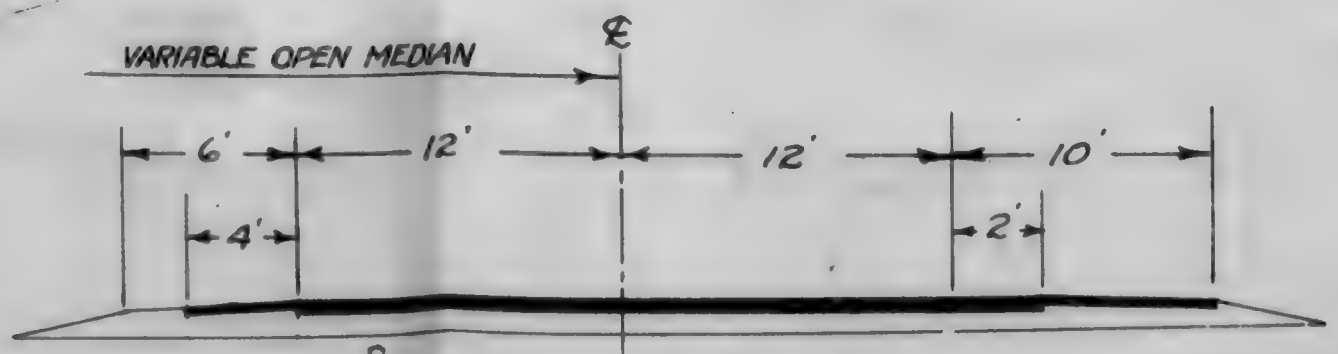
UMATILLA COUNTY

Scale 1" = 1 Mile August, 1962

YORKUM INTERCHANGE
R.29E.
R.30E.
R.30.
T.3 N.
T.2 N.
Furnish Reservoir
Yoakum
HIGHWAY
PENDLETON
ECHO INTERCHANGE
R.28E.
R.29E.
Nolin
Spoore Canyon

R.30E.
R.31E.
Pendleton Airport
Airport Rd.
Nelson Canyon
END OF PROJECT
M.P. 206.04
Rieth
VARIABLE OPEN MEDIAN
℄
6'
12'
12'
10'
4'
2'
TYPICAL HALF SECTION

R.30 E.
R.31 E.
Pendleton Airport
Airport Rd.
Nelson Canyon
END OF PROJECT
M.P. 206.04
PENDLETON
Rieth



TYPICAL HALF SECTION

I-5-3(76) Cabin Cr. Safety Rest 1967
145 Area Sec., Pac. Hwy.
#7018 (Test Well)

RECEIVED
AUG 15 1968
Region
Wash DC

FINAL REPORT

(PPM 20-6.1)

ac

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7019 2	Douglas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO** Contract # 7018
7-25-68	P. V. Riedl, Area Engr		I-5-3(76)145
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACTING AGENCY**	**TIME ELAPSED**	**APPROVED EXTENSION(S)**
6-21-67	8-2-67	27	None
CONTRACT TIME	**LOCATION**		
30 days	Cabin Creek Safety Rest Area at Milepost 177		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

CABIN CREEK SAFETY REST AREA
PACIFIC HIGHWAY
Well Drilling

The well site is located on the westerly side of and adjacent to the Pacific Highway near Milepost 177, about 33 miles south of Cottage Grove and about 17 miles north of Roseburg.

The work consists of drilling and testing one or more well holes as directed.

The project was completed on June 21, 1967. Thirty calendar days were established to perform the work under the contract. The contractor used 8 days to complete the project work; thus no liquidated damages are chargeable to the project.

The final contract amount was $1,753 which is a 24 percent underrun. The underrun resulted from lack of fresh water. Salt water was hit at 340 feet. The hole was filled and abandoned and the contract terminated.

The reasons for the underruns are explained in the contract papers which are located in the Division office files.

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Original signed by
P. V. RIEDL

Acceptance of the project is recommended. P. V. Riedl — Area Engineer

Project Accepted 7-25-68 (Date) — Original signed by R. E. Simpson — R. E. Simpson, Division Engineer

RECEIVED
AUG 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Mail Grm 8-5-68

Aug 2 1968

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 27, 1968

Mr. G. Robert Bain
Attorney at Law
932 Lyon Building
Seattle, Washington 98104

Dear Mr. Bain:

Your March 15 letter to Mr. Bosworth has been referred to this office for reply. You refer to claims filed on three separate projects. We really have to consider a statement of the items still in controversy on each project. At various times in the past, inquiries as to the basis for or derivation of requested amounts have been cited to you or the contractor.

With respect to Corvallis Orchard Oil Channel Safety and Grade, I am advised by Assistant Division Engineer [illegible] recently advised has been received since the last request was made by the Salem Division Office on September 5, 1967. We thought we had left all the information available to you at the field and said that we have properly utilized up to this time. A properly prepared claim would be considered and a response given to you. Any unresolved matters would then be a proper subject for a meeting with the Claims Review Board. I emphasize that the Board reviews claims that are unresolved after proper consideration at other levels. The Board is not the proper place to submit original claims.

The issues on the Corvallis Roadside Improvement Contract No. 6828 are probably more clearly drawn but a summary of the items still in contention here would be desirable. Our field people should have the opportunity to compile their position on it and a meeting could then be arranged with the Review Board to review the differences on this contract at a comparatively early time.

The usual procedure before the Review Board is for the contractor to present his argument, after which the State project people present their analysis and then either side answers specific questions which members of the Board may ask.

I will await further advice from you as to how you wish to proceed.

Very truly yours,

John A. Bard, Secretary
Claims Review Board

JAB:ss

cc: R. L. Porter
F. B. Klaboe
R. D. Asburry
C. T. Keasey

RECEIVED
AUG 4 1967
FOR FILING
I-5-3(76)145
7018

August 3, 1967

Fidelity & Deposit Co. of Md.
Portland Branch Office
900 Failing Building
Portland, Oregon

Gentlemen:

Contract No. 7018 awarded to Mohr Well Drilling, Inc., for testing a well in the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County was completed on June 21, 1967, and accepted by the Highway Commission on August 2, 1967.

Final payment in the amount of $115.75 will be released to the contractor after August 10, 1967. The total contract amount is $1,753.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Mohr Well Drilling, Inc.
Rt. 2, Box 1169
Roseburg, Oregon 97470

Fidelity & Deposit Co. of Maryland
Baltimore 3,
Maryland

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 3 1967
FOR FILING

I 5 3(76)145
11 19

August 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 21, 1967, on Contract No. 7018. The contract was with Mohr Well Drilling, Inc. and was for a test well in the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 2, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

SRB:cp

RECEIVED
JUL 19 1967

FOR FILING

FORM PR-111 (11-65)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-3(76)145

TO : Mr. Forrest Cooper, State Highway Engineer
2018 Salem, Oregon
Attention: Mr. L. H. Young

DATE: July 14, 1967

In reply refer to: 08-35-DB

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(76)145
Cabin Creek Safety Rest Area
State Force Work Order No. 1

Further review of the work contemplated under the above-mentioned work order shows that this work must be considered as engineering costs and thus not eligible for payment under the proposed State Force Work Order.

In order to obtain Federal participation you should place the costs under construction engineering. We refer you to PPM 30.6, page 3, under (5), Final Vouchers, Item 4, Construction Engineering and also under Title 23, United States Code "Highways" Section 121(d), page 19.

Enclosure

orig w/encs
to Young to
handle 7-19-67

RECEIVED
JUL 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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JUL 18 1967

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STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix 7018

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 29, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on June 21, 1967, on Contract No. 7018, Cabin Creek Safety Rest Area Section, in Douglas County, in connection with Federal-Aid Project No. I-5-3(76)145.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: July 10, 1967

Conditions noted on above date:

This project has been satisfactorily completed.

PVR

NOTED
F.B. KLABOE

A. W. Parsons
Division Engineer
By: M. E. Martin
District Engineer
ME Martin

7-13-67
Rec'd to
Young

to: Forrest Cooper
L. H. Young

Form A-108—SM 7

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 4 1967
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Cabin Creek Safety Rest Area Date June 22, 1967, 19 67

Highway Pacific Contract No. 7018 F. A. Project No. I-5-3(76)145

County Douglas Prefix 610-1022 Account No. 230-01

Description of Work To Be Done:

Geologist and monitoring equipment.

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

Labor	$380.00
Equipment	120.00
Total	$500.00

Explanation:

Anticipated additional item as included in the project authorization. This work was performed 6-15 thru 6-21, 1967.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 3,166.87	
Present estimate of project cost, including $ 500.00 for work under this order	$ 3,166.87	
Expected under-run / over-run (amount)	$ 0.00	
Expected under-run / over-run (per cent)	0.00	

Submitted by: /s/ Howard R. Harris, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

State Printing

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Cabin Creek Safety Rest Area

CONTRACTOR: Mohr Well Drilling, Inc.

DATE OF CONTRACT: June 2, 1967

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN 1 SUPERVISION 1

PROJECT AUTHORIZATION $ 3,166.87

EXCLUSIVE OF ENGINEERING: $ 2,941.67

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 2,253.00

ESTIMATED PERCENT OVERRUN / UNDERRUN 8 %

SECTION: Cabin Creek Safety Rest Area

HIGHWAY: Pacific

KIND OF WORK: Test Well

CONTRACT NUMBER: 7018

DATE WORK STARTED: June 13, 1967

SPECIFIED WORK DAYS 30

SPECIFIED CALENDAR DAYS SPECIFIED COMPLETION DATE

AUTHORIZATION $ 225.20

$ 498.06

COST TO DATE $ 221

PERCENT OF AUTHORIZATION %

WEEK ENDING: June 21, 1967

SECTION PREFIX: 610-1022

COUNTY: Douglas

FEDERAL AID PROJECT NUMBER: I-5-5(76)145

ESTIMATED COMPLETION DATE

WORK DAYS USED 8

CALENDAR DAYS USED

PERCENT OF TIME ELAPSED

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

DATE PROJECT WAS COMPLETED: June 21, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM / PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK.
1 - Air Rotory Drill Truck with 600 C. F. Compresser
1 - 6x6 5ton Flatbed Truck; 2-¾ ton Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO					
PERCENT					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY 18	Clear	1	
MONDAY 19	Clear	1	
TUESDAY 20	Overcast	1	
WEDNESDAY 21	Showers	1	
THURSDAY			
FRIDAY			
SATURDAY			

CAUSE OF DELAY

Routing

Morgan

Decker

Bond

Barbee

Walker

Glenn

Swan

Pearce

McCormick

Scott

Litchfield

Olson

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JUN 26 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 18	Contractor brought 200' of additional drill steel onto project
MONDAY 19	Drilled 29' for a total depth of 312 feet.
TUESDAY 20	Replaced drill bit. Drilled 10' for a total of 322 ft.
WEDNESDAY 21	Drilled 18' for a grand total of 340 ft.deep. Struck salt water; abondoned and fill test hole. Project complete as of this date.
THURSDAY 22	Contractor removed const. sign and moved all equipment from project.
FRIDAY	
SATURDAY	

REMARKS

Project complete as of June 21, 1967.

Total depth of test hole was 340 feet where salt water was found

SIGNED Howard R. Harris LOCATION Roseburg

Howard R. Harris

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	PR-2 (R. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
6-134		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
5 7 IX		Douglas
		PROJECT NO.
		I-5-3(76)145

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cabin Creek Rest Area
I-5 2.5 mi. N. of N. Oakland Interchange.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-12-67	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,546	$ 2,340.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. Klabre

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 19, 1967

Oregon State Highway Department

Federal Aid
Project No. I-5-3(76)145

CABIN CREEK SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Project agreement estimate.

Salem, Oregon, June 8, 1967

Type Code X021
Test Well (Sta. 1450+00)(Contract No. 7018)

Drill Rig Moving	2 only	$ 25.00	$ 50.00
Drilling Holes	40 hours	25.00	1,000.00
Furnish 4½-inch Roller-Cone Bits	5 only	40.00	200.00
Use of Hammer-Bit	35 lin.ft.	7.00	245.00
Starter Casing	30 lin.ft.	2.00	60.00
Pumping Tests	8 hours	50.00	400.00
Standby Time	12 hours	10.00	120.00
Abandonment of Holes	1 only	100.00	100.00
Filling Abandoned Holes	400 lin.ft.	0.35	140.00
		Subtotal	$2,315.00
		10% Engr. & Cont.	231.00
		Total	$2,546.00

Length of Project - - - - - 0.00 Mile

RETAINED IN PROGRAM STATUS

Geologist	All Required	$ 400.00
Monitoring Equipment	All Required	100.00
		$ 500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Test Well	$2,546.00	$2,340.00	$206.00
Retained in Program	500.00	450.00	50.00
Total	$3,046.00	$2,790.00	$256.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 30, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(76)145

CABIN CREEK SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

PS & E estimate

Salem, Oregon, March 27, 1967

Type Code X021
Test Well (Sta. 1450+00)

Drill Rig Moving	2 only	70.00	$ 140.00
Drilling Holes	40 hour	25.00	1,000.00
Furnish 4½-inch Roller Cone Bits	5 only	65.00	325.00
Use of Hammer-Bit	35 lin.ft.	1.20	42.00
Starter Casing	30 lin.ft.	4.00	120.00
Pumping Tests	8 hour	14.00	112.00
Standby Time	12 hour	11.00	132.00
Abandonment of Holes	1 only	75.00	75.00
Filling Abandoned Holes	400 lin.ft.	0.25	100.00
		Subtotal	$2,046.00
		10% Engr. & Cont.	204.00
		Total	$2,250.00

Length of Project - - - 0.00 Mile

Retained in Program Status

Geologist	All Required	$400.00
Monitering Equipment	All Required	100.00
		$500.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Test Well	$2,250.00	$2,050.00	$200.00
Retained in Program	500.00	450.00	50.00
Total	$2,750.00	$2,500.00	$250.00

FORM

RECEIVED
JUN 19 1967
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH H. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I S 3(7ir) 14

7018

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

June 19, 1967

Mohr Well Drilling, Inc.
Rt. 2, Box 1169
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7018 for testing a well in the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc Fidelity & Deposit Co.
Portland Branch Office
900 Failing Building
Portland 4, Oregon

Fidelity & Deposit Co. of Maryland
Baltimore 3,
Maryland

RECEIVED
JUN 8 - 1967

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 2, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-3(76)145
Cabin Creek Rest Area
Concurrence in Award

Mr. Young's June 1, 1967 letter requested our concurrence in award for a negotiated contract on the subject project.

Upon review of the information furnished in Mr. Young's letter and on the basis of the following we hereby make an affirmative finding that under these circumstances it is in the public interest to perform the work as a negotiated contract under the provisions of PPM 21-6.2:

1. The cost of the work is minor and advertising is not particularly attractive to contractors due to the nature of the work.

2. The unit prices received appear reasonable.

3. The total cost of the work done by this method will not substantially be in excess of that cost expected through advertising means.

4. The early completion of this work is essential to provide the water facilities to the completed subject rest area.

Therefore, as requested in Mr. Young's letter advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of this date in the award of the contract to Mohr Well Drilling, Incorporated, of Roseburg, Oregon, in the amount of $2,315.00 as a negotiated contract.

6-5-67
REFERRED TO
Young - Astwy
BY ASST. STATE HWY. ENGR

RECEIVED
JUN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 2 - 1967
FOR FILING

I-5-3(76) 145

7018

June 2, 1967

Oregon State Highway Commission

Gentlemen:

At the May 11 contract bid opening, no bids were received for drilling the test well at the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County.

We can negotiate a contract for this work with the Stanley Mohr Well Drilling Company of Roseburg in the amount of $2,315. Because of the critical water situation at this location, I recommend that such a contract be approved.

This matter was discussed with Chairman Jackson on May 24 and he indicated his approval. We also have the concurrence of the Bureau of Public Roads.

This item will be on the agenda for the June 8 meeting for your confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

MHA:de RLP:ms fn

RECEIVED
JUN 1 - 1967

[redacted]

Fred W. Hill, Member

Field (76) 145
7014

June 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon 97301

Dear Sir:

Concurrence in award is requested for a negotiated contract in conformance with PPM 21-6.2, for the Cabin Creek Safety Rest Area, Project No. I-5-3(76)145.

We advertised this project for bids to be received May 11, 1967, and received only one bid, which was not signed. We feel it is in the public interest to negotiate and award the contract at this time, as the cost is reasonable. This is a small project which cannot be changed to make it more attractive to bidders. We are pressed for time to complete this work; therefore, we have consulted the only interested bidder and he has expressed a willingness to accept the project at his original bid price of $2,315.00. The contractor receiving the award will be Mohr Well Drilling, Inc., of Roseburg.

Oregon State Law permits the Highway Commission to negotiate contracts up to $5,000 in cost.

All rights of entry and rights of way have been acquired, and there are no utilities involved.

The low bidder will be required to complete the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads BM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

Attached are four copies of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ls

RECEIVED
APR 20 1967

Form CD-121
(1-63)
(Fed. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1967

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-3(76)145
Cabin Creek Safety Rest Area
Test well

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project and access rights previously acquired with no utility adjustments involved as indicated in Mr. Moehring's and Mr. Litchfield's March 29 and April 6, 1967 reports.

This project is approved as a stage construction water supply development project as covered by Mr. Young's March 20 letter and the PR-9 approved March 29.

The following revised Supplemental Standard Specification is conditionally approved for use on this project:

Division I - General Requirements March 1967

Inasmuch as our detailed review is not complete this specification is hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's April 10, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachment

NOTED
F. B. KLABOE

REFERRED TO
Young w/enc.
BY ASST. STATE HWY. ENGR.
4-20-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 28 1967
FOR FILING
I-5-3 (76) 145

March 20, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Project I-5-3(76)145
Cabin Creek Rest Area

Dear Sir:

We are submitting PR-9 forms requesting a program change of the "Project Cost" and "Character of Proposed Work" of the subject project.

We hereby request your approval of this project as stage construction of the ultimate water supply, storage and distribution system for the Rest Area.

Stage construction of the water supply facilities was discussed by BPR and State representatives on March 10, 1967 and it was agreed that the subject project should cover only the test well drilling on the westerly side of the highway to determine the location of salt water and fresh water layers and the amount of fresh water available. If this project results in sufficient water a separate project will be programmed to complete the construction of the required water supply facilities. However, if adequate water is not obtained, a separate project will be programmed to drill test wells on the easterly side of the highway, develop and case wells, construct pumping unit, extend power and water distribution systems and construct a service road to the well.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR AP
OF INDIVIDUAL PROJECT
(PPM 21-1 AND

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT		FUTURE (66)(70)	YEAR (71)(72
	2	I-5 2.5 Mi. N. of N. Oakland Interchange			6,400	15,500	86

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63)(65)	FOR MISCELLANEOUS FUNDS ONLY							
			FH ROUTE NO (66)(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75
	Drilling Test Wells							

CARD 4	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
	Interstate	
	NAME OF URBAN AREA 17-31	F.A. SYSTEM
		Interstate

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (42)(43-46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)(58)	TOTAL COST (59)(66)
1	(14)(15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)
5					PE ROW CONST		ITEM AS NOW PROGRAMED	474	I-5-3(76) 145	I-5 2.5 Mi. N. of N. Oakland Interchange (Cabin Creek Rest Area)		35,000
										PROJECT TOTAL	0.00	35,000
5					PE ROW CONST		RE-QUESTED REVISION	474	I-5-3(76) 145	I-5 2.5 Mi. N. of N. Oakland Interchange (Cabin Creek Rest Area)		(16) 3,000 (23)
										PROJECT TOTAL	0.00	3,000

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To revised "Character of Prop determine location of salt and fresh water la revised Project Cost to conform with estimate
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED
January 6, 1967	DATE: March 20, 1967	DATE:
OTHER:	SIGNATURE:	SIGNATURE:
	STATE HIGHWAY ENGINEER: Office	TITLE:

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

			FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
change (65)	ADT	6,400	15,500 (66)(70)	86 (71)(72)	08 (74)(75)	Oregon	35 (2)(3)	042 (4)(6)	474 (14)(18)

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I. PROJECTS ONLY	
E NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. I-5-3(76) 7 13	POST MI. MI. 145 (24)(26)	DESIG. 27

	COUNTY NAME	CODE
e	Douglas	14 019 16

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32) (36)	U.S. (37)	
Interstate	I	I-5			I-5 (41)

TERMINI (54)(56)	MILES	PROJECT COST TOTAL COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
I-5 2.5 Mi. N. of N. Oakland Interchange (Cabin Creek Rest Area)		35,000	32,000	3,000	Construct water storage facilities consisting of storage tank, water supply line and drilling of wells.
PROJECT TOTAL	0.00	35,000	32,000	3,000	
I-5 2.5 Mi. N. of N. Oakland Interchange (Cabin Creek Rest Area)		(16) 3,000 (23)	(24) 2,700 (33)	300	Drill test well to determine location and depth of salt and fresh water and if adequate supply of water is available.
PROJECT TOTAL	0.00	3,000	2,700	300	

REASON FOR CHANGE: To revised "Character of Proposed Work" to include only drilling of test well to determine location of salt and fresh water layers and if adequate fresh water can be obtained. To revised Project Cost to conform with estimated cost.

(OVER)

EVISION REQUESTED	RECOMMENDED	APPROVED
n 20, 1967	DATE	DATE
	SIGNATURE	SIGNATURE
ER	TITLE	TITLE

, show both classes of funds involved.

USCOMM-DC 48903-P61

REASON FOR CHANGE - Continued

We request this project be approved as "Stage Construction" in the development of the water supply system for the "Cabin Creek Rest Area". The present plan, as discussed with BPR representatives on March 10, 1967, is to drill a test well on the west side of the highway as described in the "Character of Proposed Work" as the first stage and, if adequate water is obtainable, the second stage would be the complete development of the well, water storage and distribution system to be programmed under a separate project. If adequate water is not obtainable at this location, the second and final stage would consist of test well drilling, on the easterly side of the highway, the water testing, casing, pumping system, water storage, extension of existing water and power lines and service road to well site to be programmed under separate project.

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

RECEIVED
DEC 30 1966

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

I-5-(76) 145

7.18

December 23, 1966

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Peace
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 27 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects referred to in your letter of December 19,1966.

1. Cabin Creek Safety Rest Area Section, Pacific Highway, Douglas County.

2. Neil Creek-California Line Section, Pacific Highway, Jackson County.

3. Stanfield Safety Rest Area Section, Old Oregon Trail Highway, Umatilla County.

4. South Umpqua River Safety Rest Area Section, Pacific Highway, Douglas County.

There will be no conflict with wildlife resources as a result of any of the above projects, so they are approved.

We appreciate the opportunity to make comments on the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm 12-27-66 Copies to: F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. R. Chandler (6)
A.F. Parson (2)
fp

cc: Director OFC

I-80N-7(21) S. Baker Interch.-Encina 1967
305 Sec., Old Ore. Tr. (Grad.,
#7019 Pav., Signg., & Illum.)

Monthly transaction number 7-47	FORM PR-2A (10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-24-70	County Baker
Modification number 1		Project number I-80N-7 (21) 305

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 4, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,269,089	$ 2,042,171
Federal funds	$ 2,093,400	$ 1,883,400
Other revisions		

This modification is made for the following reasons:

A reduction in contract bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of July, 19 70.

Oregon State Highway Division
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For **R. E. Simpson**

Oregon State Highway Division

Federal-Aid
Project No. I-80N-7 (21) 305

S. BAKER INTERCHANGE-ENCINA INTERCHANGE SECTION OF

THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

SALEM, OREGON, JULY 23, 1970

Revised Project Agreement Estimate.

Type Code 6201
Grade and Pave (Sta. 118+00 to Sta. 465+56.50) (Contract No. 7019)

Sub-total on previous estimate of July 13, 1967			$2,045,585.53

Previous Estimate

General Excavation, Unclassified	1,815,100 cu.yd.	0.31	562,681.00
Overhaul	232,500 C-yd. Sta.	0.22	51,150.00
Plant Mix Stone Base	253,400 ton	1.57	397,838.00
Bituminous Base Mixture	24,800 ton	3.45	85,560.00
Class "B" Asphalt Concrete Mixture	63,000 ton	3.45	217,350.00
Asphalt Cement in Mixture	3,470 ton	39.00	135,330.00
Guard Rail	18,800 lin.ft.	2.60	48,880.00
			$1,498,789.00

Present Estimate

General Excavation, Unclassified	1,496,570 cu.yd.	0.31	$ 463,936.70
Overhaul	181,860 C-yd. Sta.	0.22	40,009.20
Plant Mix Stone Base	197,050 ton	1.57	309,368.50
Bituminous Base Mixture	22,263 ton	3.45	76,807.35
Class "B" Asphalt Concrete Mixture	58,340 ton	3.45	201,273.00
Asphalt Cement in Mixture	2,974 ton	39.00	115,986.00
Guard Rail	- lin.ft.	2.60	-
P.A. Guard Rail	18,386 lin.ft.	2.80	51,480.80
P.A. 9 Stone Base	21,800 ton	1.52	33,136.00
EWO 3 Remove Old Car Bodies	All Required		500.00
			$1,292,497.55
Net Decrease			(206,291.45)
Sub-total			$1,839,294.08
*10% Engr. & Cont.			181,428.92
Total			$2,020,723.00

Type Code 0010
Grading Only (Sta. 2261+00 thru Equa. 2266+18.78 = 106+93.37 to Sta. 118+00)

Total same as previous estimate of July 13, 1967 $21,448.00

Length of Grade and Pave ---------- 6.572 miles
Length of Grade only ---------- 0.308 mile

Cost of Grade and Pave per mile ---------- $307,474.59
Cost of Grading only per Mile ---------- $ 69,636.36

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grade and Pave	$2,020,723.00	$1,863,600.00	$157,123.00
Grading Only	21,448.00	19,800.00	1,648.00
Total	$2,042,171.00	$1,883,400.00	$158,771.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939

Prefix 601 - 1063

*Reduced in accordance with paragraph 5 (Project Field Offices) of PPM 30-6.

I-80N-7(21)305
7019

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 8-4-67	COUNTY
7		Baker
		PROJECT NO. I-80N-7(21)305

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 0.1 mi. S. of Baker S. 6.93 mi.
S. Baker Interchange-Encina Interchange Section of the Old Oregon Trail Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-31-67	6.572
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,269,089	$ 2,093,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. J. Klabre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer August 4, 1967

Oregon State Highway Department

Federal-Aid
Project No. I-80N-7(21)305

S. BAKER INTCHGE.-HUNTINGTON INTCHGE. SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Project agreement estimate.

Salem, Oregon, July 13, 1967

Type Code 6201
Grade & Pave (Sta. 118+00 to Sta. 465+56.50)(Contract 7019)

Clearing and Grubbing	All Required		$118,000.00
Ditch Excavation, Unclassified	1,770 cu.yd.	$ 1.00	1,770.00
General Excavation, Unclassified	1,815,100 cu.yd.	0.31	562,681.00
Overhaul	232,500 C-yd Sta.	0.22	51,150.00
Extra for Selected Topsoil Material	2,100 cu.yd.	0.65	1,365.00
Finishing Roadbed and Slopes	All Required		7,500.00
Rounding Cutbanks	11,000 lin.ft.	0.10	1,100.00
Trench Excavation	3,810 cu.yd.	4.00	15,240.00
Special Backfill in Drains	140 cu.yd.	10.00	1,400.00
Watering	15,000 M-gal.	1.00	15,000.00
Obliteration of Roadway	20 Sta.	100.00	2,000.00
Pavement Replacement	400 lin.ft.	10.00	4,000.00
3/4" - 0 Material in Base	12,250 ton	1.65	20,212.50
Plant Mix Stone Base	253,400 ton	1.57	397,838.00
Bituminous Base Mixture	24,800 ton	3.45	85,560.00
Asphalt in Bituminous Base Mixture	1,120 ton	39.00	43,680.00
3/4" - 0 Aggregate in Prime Coat	1,300 cu.yd.	6.00	7,800.00
RC-250 Asphalt in Prime Coat	200 ton	45.00	9,000.00
Class "B" Asphalt Concrete Mixture	63,000 ton	3.45	217,350.00
Asphalt Cement in Mixture	3,470 ton	39.00	135,330.00
Class "A" Concrete	800 cu.yd.	80.00	64,000.00
Reinforcement	168,000 lb.	0.15	25,200.00
15-inch Paved Culvert End Slopes	11 only	35.00	385.00
18-inch Paved Culvert End Slopes	8 only	45.00	360.00
24-inch Paved Culvert End Slopes	6 only	60.00	360.00
30-inch Paved Culvert End Slopes	1 only	80.00	80.00
36-inch Paved Culvert End Slopes	1 only	95.00	95.00
42-inch Paved Culvert End Slopes	1 only	145.00	145.00
Loose Riprap	80 cu.yd.	8.00	640.00
Drainage Structure, Sta. 337+18	All Required		7,000.00
Drainage Structure, Sta. 374+10	All Required		7,000.00
12-inch Culvert Pipe	210 lin.ft.	3.00	630.00
15-inch Culvert Pipe	2,610 lin.ft.	3.50	9,135.00
18-inch Culvert Pipe	1,460 lin.ft.	4.00	5,840.00
24-inch Culvert Pipe	1,300 lin.ft.	5.60	7,280.00
30-inch Culvert Pipe	370 lin.ft.	8.00	2,960.00

36-inch Culvert Pipe	390	lin.ft.	$ 14.00	$ 5,460.00
42-inch Culvert Pipe	290	lin.ft.	14.00	4,060.00
48-inch Culvert Pipe	240	lin.ft.	23.00	5,520.00
36-inch Arch-Type Pipe	140	lin.ft.	11.50	1,610.00
6-inch Drain Pipe	2,850	lin.ft.	1.50	4,275.00
Concrete Manholes	2	only	400.00	800.00
Concrete Inlets, Type "C-2H"	2	only	150.00	300.00
Concrete Inlets, Type "Special C-2H"	30	only	180.00	5,400.00
Guide Posts, W-1	290	only	6.50	1,885.00
Guide Posts, Y-1	14	only	6.50	91.00
Guide Posts, Y-2	70	only	7.00	490.00
Guard Rail	18,800	lin.ft.	2.60	48,880.00
Type 2 Barricade	2,500	lin.ft.	2.85	7,125.00
Terminal Anchor Posts	25	only	100.00	2,500.00
Guard Rail Blocks	3,980	only	1.90	7,562.00
Portable Barricade	8	only	100.00	800.00
Extra Guard Rail Posts	1,990	only	9.40	18,706.00
Extra for Painting Rails	17,200	lin.ft.	0.12	2,064.00
Salvaging Guard Rail	5,800	lin.ft.	0.48	2,784.00
Salvaging Type 2 Barricade	1,000	lin.ft.	0.50	500.00
Guard Rail-Salvaged Guard Rail	5,800	lin.ft.	0.72	4,176.00
Guard Rail-Salvaged Barricade	900	lin.ft.	1.00	900.00
Type 2 Barricade-Salvaged Barricade	100	lin.ft.	0.60	60.00
Type 2 Fence	360	rod	10.00	3,600.00
16' Type 2 Single Gate	1	only	125.00	125.00
Salvaging Type 1 Fence	100	rod	5.00	500.00
Type 1 Fence -Salvaged Fence	100	rod	5.00	500.00
Roadside Seeding	160	acre	25.00	4,000.00
Roadside Mulching	160	acre	220.00	35,200.00
Grass Seed Mixture	3,200	lb.	1.00	3,200.00
Inorganic Fertilizer, 10-16-8	640	cwt.	7.00	4,480.00
Furnishing Field Laboratory Building	All	Required		2,500.00
Signing				
Sign Support Footings	All	Required		900.00
Breakaway Sign Posts	All	Required		2,800.00
Painted Wood Sign Posts	All	Required		950.00
Type "A" Signs in Place	139	sq.ft.	9.00	1,251.00
Type "C" & "D" Signs in Place	148	sq.ft.	4.20	621.60
Type "E" "F" & "G" Signs in Place	20	sq.ft.	4.20	84.00
Type "P" Signs in Place	10	sq.ft.	6.00	60.00
Thermoplastic Pavement Markers	2	only	100.00	200.00

Flagging (57½ of Contractor's Cost)	All Required	$ 5,000.00
Work by Idaho Power Co.	All Required	14,579.43
Work by California-Pacific Utilities Co.	All Required	213.11
		$ 19,792.54
	Subtotal	$2,045,798.64
	*10% Engr. & Cont.	202,079.36
	Total	$2,247,878.00

*Reduced in accordance with paragraph 5 (Project Field Offices) of PPM 30-6.

Type Code 0010
Grading Only (Sta. 2261+00.00 thru 80 Sta. 2266+18.78 = 106+9337 to Sta. 118+00)
Contract No. 7019

Ditch Excavation, Unclassified	170 cu.yd.	$ 1.00	$ 170.00
General Excavation, Unclassified	22,400 cu.yd.	0.31	6,944.00
Overhaul	6,500 C-yd. Sta.	0.22	1,430.00
Extra for Selected Topsoil Material	4,300 cu.yd.	0.65	2,795.00
Trench Excavation	330 cu.yd.	4.00	1,320.00
15-inch Paved Culvert End Slopes	1 only	35.00	35.00
36-inch Paved Culvert End Slopes	1 only	95.00	95.00
12-inch Culvert Pipe	110 lin.ft.	3.00	330.00
15-inch Culvert Pipe	280 lin.ft.	3.50	980.00
36-inch Culvert Pipe	360 lin.ft.	14.00	5,040.00
Concrete Inlets Type "Special C-2"	2 only	180.00	360.00
	Subtotal		$19,499.00
	10% Engr. & Cont.		1,949.00
	Total		$21,448.00

Length of Grade and Pave - - - - - - - 6.572 Miles
Length of Grading Only - - - - - - - - 0.308 Mile

Cost of Grade and Pave Per Mile - - -$342,038.65
Cost of Grading Only Per Mile - - - - 69,636.36

Retained in Program Status

Remove Old Car Bodies	All Required	$500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Grade and Pave	$2,247,878.00	$2,073,800.00	$174,078.00
Grading Only	21,448.00	19,800.00	1,648.00
Subtotal	$2,269,326.00	$2,093,600.00	$175,726.00
Retained in Program	500.00	460.00	40.00
	$2,269,826.00	$2,094,060.00	$175,766.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

S. BAKER DITCH - SECTION DITCH, SECTION

PROJECT NO. I-SE-7(21)306

Work by Idaho Power Co.

Material	$ 8,954.26
Labor	6,628.60
Expenses	3,791.00
General Overhead	1,549.97
Material Credits	(6,345.20)
Total	$14,579.43

Work by California-Pacific Utilities Co.

Installation Labor	$ 79.46
Transportation	42.00
Material	85.37
Overhead	12.41
Removal Labor	12.45
Salvage Credit	(2.40)
Depreciation	(16.18)
Total	$213.11

Oregon State Highway Department

Federal-Aid
Project No. I-80N-7(21)305

S. BAKER INTCHGE.-INCDNA INTCHGE. SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Revised PS & E estimate.

Salem, Oregon, June 19, 1967

Type Code 6201
Grade & Pave (Sta. 118+00 to Sta. 465+56.59)

Clearing and Grubbing	All Req.		$ 10,000.00
Ditch Excavation, Unclass.	1,770 cu.yd.	$ 2.50	4,425.00
General Excavation, Unclass.	1,815,100 cu.yd.	0.35	635,285.00
Overhaul	232,500 C-yd. Sta.	0.40	93,000.00
Extra for Selected Topsoil Material	2,100 cu.yd.	1.00	2,100.00
Finishing Roadbed and Slopes	All Req.		10,000.00
Rounding Cutbanks	11,000 lin.ft.	0.20	2,200.00
Trench Excavation	3,810 cu.yd.	3.00	11,430.00
Special Backfill in Drains	140 cu.yd.	7.50	1,050.00
Watering	15,000 M-gal.	3.00	45,000.00
Obliteration of Roadway	20 sta.	100.00	2,000.00
Pavement Replacement	400 lin.ft.	5.00	2,000.00
3/4" - 0 Material in Base	12,250 ton	1.60	19,600.00
Plant Mix Stone Base	253,400 ton	1.60	405,440.00
Bituminous Base Mixture	24,800 ton	3.50	86,800.00
Asphalt in Bituminous Base Mixture	1,120 ton	38.00	42,560.00
3/4" - 0 Aggregate in Prime Coat	1,300 cu.yd.	4.00	5,200.00
RC-250 Asphalt in Prime Coat	200 ton	55.00	11,000.00
Class "B" Asphalt Concrete Mixture	63,000 ton	3.80	239,400.00
Asphalt Cement in Mixture	3,470 ton	38.00	131,860.00
Class "A" Concrete	800 cu.yd.	55.00	44,000.00
Reinforcement	168,000 lb.	0.15	25,200.00
15-inch Paved Culvert End Slopes	11 only	30.00	330.00
18-inch Paved Culvert End Slopes	8 only	35.00	280.00
24-inch Paved Culvert End Slopes	6 only	45.00	270.00
30-inch Paved Culvert End Slopes	1 only	55.00	55.00
36-inch Paved Culvert End Slopes	1 only	65.00	65.00
42-inch Paved Culvert End Slopes	1 only	70.00	70.00
Loose Riprap	80 cu.yd.	4.00	320.00
Drainage Structure, Sta. 337+18	All Req.		6,000.00
Drainage Structure, Sta. 374+10	All Req.		5,800.00
12-inch Culvert Pipe	210 lin.ft.	3.75	787.50
15-inch Culvert Pipe	2,610 lin.ft.	4.25	11,092.50

18-inch Culvert Pipe	1,460 lin.ft.	$ 5.00	$ 7,300.00
24-inch Culvert Pipe	1,300 lin.ft.	8.00	10,400.00
30-inch Culvert Pipe	370 lin.ft.	10.50	3,885.00
36-inch Culvert Pipe	390 lin.ft.	14.50	5,655.00
42-inch Culvert Pipe	290 lin.ft.	19.00	5,510.00
48-inch Culvert Pipe	240 lin.ft.	25.00	6,000.00
36-inch Arch-Type Pipe	140 lin.ft.	15.25	2,135.00
6-inch Drain Pipe	2,850 lin.ft.	2.00	5,700.00
Concrete Manholes	2 only	250.00	500.00
Concrete Inlets, Type "Special C-2M"	32 only	160.00	5,120.00
Guide Posts, W-1	290 only	8.00	2,320.00
Guide Posts, Y-1	14 only	8.50	119.00
Guide Posts, Y-2	70 only	9.00	630.00
Guard Rail	18,800 lin.ft.	2.60	48,880.00
Type 2 Barricade	2,500 lin.ft.	4.00	10,000.00
Terminal Anchor Posts	25 only	125.00	3,125.00
Guard Rail Blocks	3,980 only	1.85	7,363.00
Portable Barricade	8 only	100.00	800.00
Extra Guard Rail Posts	1,990 only	12.00	23,880.00
Extra for Painting Rails	17,200 lin.ft.	0.10	1,720.00
Salvaging Guard Rail	5,800 lin.ft.	0.80	4,640.00
Salvaging Type 2 Barricade	1,000 lin.ft.	0.75	750.00
Guard Rail-Salvaged Guard Rail	5,800 lin.ft.	1.25	7,250.00
Guard Rail-Salvaged Barricade	900 lin.ft.	1.50	1,350.00
Type 2 Barricade-Salvaged Barricade	100 lin.ft.	1.25	125.00
Type 2 Fence	360 rod	10.00	3,600.00
16' Type 2 Single Gate	1 only	100.00	100.00
Salvaging Type 1 Fence	100 rod	3.00	300.00
Type 1 Fence-Salvaged Fence	100 rod	4.00	400.00
Roadside Seeding	160 acre	125.00	20,000.00
Roadside Mulching	160 acre	250.00	40,000.00
Grass Seed Mixture	3,200 lb.	1.00	3,200.00
Inorganic Fertilizer, 10-16-8	640 cwt.	7.00	4,480.00
Furnishing Field Laboratory Bldg.	All Req.		600.00
Signing			
Sign Support Footings	All Req.		1,200.00
Breakaway Sign Posts	All Req.		2,700.00
Painted Wood Sign Posts	All Req.		500.00
Type "A" Signs in Place	139 sq.ft.	8.00	1,112.00
Type "C" & "D" Signs in Place	148 sq.ft.	4.50	666.00
Type "E", "F" & "G" Signs in Place	20 sq.ft.	4.75	95.00
Type "P" Signs in Place	10 sq.ft.	7.50	75.00
Thermoplastic Pavement Markers	2 only	30.00	60.00
Illumination			
Roadway Illumination Installation, Complete	All Req.		9,000.00
			$2,107,865.00

Flagging (57½% of Contractor's Cost)	All Req.	$ 5,000.00
Work by Idaho Power Co.	All Req.	14,579.43
		$ 19,579.43
Subtotal		$2,127,444.43
*10% Engr. & Cont.		212,143.57
Total		$2,339,588.00

*Reduced in accordance with Paragraph 5 (Project field offices) of PPM 30-6.

Type Code 0010
Grading Only (Sta. 2261+00.00 thru EQ Sta. 2266+18.78 = 106+9337 to Sta. 118+00)

Ditch Excavation, Unclass.	170 cu.yd.	$ 2.50	$ 425.00
General Excavation, Unclass.	22,400 cu.yd.	0.35	7,840.00
Overhaul	6,500 C-yd. sta.	0.40	2,600.00
Extra for Selected Topsoil Material	4,300 cu.yd.	1.00	4,300.00
Trench Excavation	330 cu.yd.	3.00	990.00
15-inch Paved Culvert End Slopes	1 only	30.00	30.00
36-inch Paved Culvert End Slopes	1 only	65.00	65.00
12-inch Culvert Pipe	110 lin.ft.	3.75	412.50
15-inch Culvert Pipe	280 lin.ft.	4.25	1,190.00
36-inch Culvert Pipe	360 lin.ft.	14.50	5,220.00
Concrete Inlets Type "Special C-2M"	2 only	130.00	260.00
	Subtotal		$23,332.50
	10% Engr. & Cont.		2,332.50
	Total		$25,665.00

Length of Grade and Pave 6.572 Miles
Length of Grading Only 0.308 Mile

Cost of Grade and Pave Per Mile $355,993.31
Cost of Grading Only Per Mile $ 83,327.92

Retained in Program Status

Remove Old Car Bodies	All Req.	$500.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grade and Pave	$2,339,588.00	$2,157,800.00	$181,788.00
Grading Only	25,665.00	23,600.00	2,065.00
Subtotal	$2,365,253.00	$2,181,400.00	$183,853.00
Retained in Program	500.00	460.00	40.00
	$2,365,753.00	$2,181,860.00	$183,893.00

S. BAKER INTCHGE.--ENCINA INTCHGE. SECTION

PROJECT NO. I-80N-7(21)306

Work by Idaho Power Company

Material	$8,954.26
Labor	6,628.60
Expenses	3,791.80
General Overhead	1,549.97
Material Credits	(6,345.20)
Total	$14,579.43

RECEIVED
APR 29 1970
FOR FILING

I-8(N)-7(21) 305

7119

April 29, 1970

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

A post-final payment for $337.50 will be made to Charles T. Parker Constr. Co. on Contract No. 7019 for grading, paving, signing and illumination on the S. Baker Interchange-Encina Interchange Section of the Old Oregon Trail in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,840,911.92 including the post-final payment. Of the total, $14,960.50 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: Charles T. Parker Constr. Co.
Jewett, Barton, Leavy and Kern
F. D. Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

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JAN 20 1970
FOR FILE

I-84N-7(31)
7019

January 19, 1970

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

A post-final payment for $4,300 will be made to Charles T. Parker Construction Company on Contract No. 7019 for grading, paving, signing and illumination on the South Baker Interchange-Keating Interchange section of the Old Oregon Trail in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,840,774.42 including the post-final payment. Of the total $14,960.30 is for force account.

Very truly yours,

Floyd [illegible], Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Charles T. Parker Constr. Co.
P. O. Box 20188
Portland, Oregon 97220

Charles T. Parker Constr. Co.
5917 Industrial Road
Las Vegas, Nevada 89102

Jim Monaghan
% Charles T. Parker Constr. Co.
P.O. Box 671
Baker, Oregon 97814

Jewett, Burton, Leahy & Korn
Failing Building
Portland, Oregon 97204

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
JAN 14 1970

FORM BDO-X (12-62)

I 9(N-7/31)
7019

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 13, 1970

SUBJECT:

To: Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Tom Edwards
Mr. G. E. Rohde
Mr. V. E. Skoog
Mr. C. G. Swenson

Attached is a summary of the 1969 Claim Board reviews. This was the second complete calendar year for the Board and the third year of its existence. The following is noted in the 1969 activities:

1. Seven controversies were before the Board completed with 11 in 1968.

2. Although there were fewer claims before the Board, the original claim amounts were over three times the 1968 total.

3. The Board sanctioned some additional compensation on every 1969 claim. In 1968 two were rejected entirely.

4. 1969 includes the largest settlement yet approved (the Canyon Road haul claim on N.W. Johnson-S.W. Montgomery Section) and also the next largest (Roberts Mountain-Myrtle Creek). This latter settlement disposed of what for some time had been our oldest claim.

5. The proportion of complete settlements secured was poorer in 1969 even though the two largest claims mentioned above were completely settled. Three of the 1969 claims are not settled.

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach.

NOTED FOR EDWARDS

SUMMARY OF 1969 CLAIM BOARD REVIEWS

Claim Review No.		Amount Claimed	Review Action Amount	Contractor Acceptance
15	Glendale Jct.-Coyote Cr.	$ 34,061.21	$ 25,000.00	Yes - 6519
8b or 16	Lime-Malheur Co. Line	171,141.36 (T) Revised to approx. 42,000.00	18,652.25*	No - 6747
17	Main St. (K. Falls) Bridge	106,784.28 (T)	3,633.43 & paid	No - 6895
18C	Murder Creek Signing	12,522.82 (T)	7,350.00	No - 7168
19C	Roberts Mtn.-Myrtle Cr.	418,070.36 Revised to 67,000	67,000.00	Yes - 6451
20	NW Johnson-SW Montgomery	(248,434.47) Revised to 85,953.10	85,953.10	Yes - 6832
21	S. Baker Interch.-Encina	43,900.00 (T)	4,500.00	Yes - 7019
		$1,034,914.50	$212,089.28	

* This claim is still under consideration. Amounts shown are most recent status of negotiations. Amounts involved in parts previously settled are not included ($13,129.21 paid on $15,376.04 claimed).

C Reviewed a Staff level recommendation - contractor not present.

(T) Claim includes some time liquidated damages.

JAB:fw
1-12-70

RECEIVED
JAN

Form FHWA-321 (12-67)

UNITED STATES GOVERNMENT

FOR F

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

F-021(7)305

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
for Salem, Oregon

DATE: January 8, 1970

In reply refer to: 08-35-DA-5

SUBJECT: Oregon Project I-80N-7(21)305
South Baker Interchange - Encina Interchange Section
Oregon Trail Highway

Reference is made to Mr. Klaboe's December 30 letter concerning a time extension due to inadequate staking.

The information we have indicates you had an adequate engineering crew on the project. The inadequate staking apparently resulted from either a lack of advance notice of where the contractor wished to start work or a disregard for such an advance notice. In either case the time extension is not considered eligible for Federal-aid funds participation.

copies

REFERRED TO

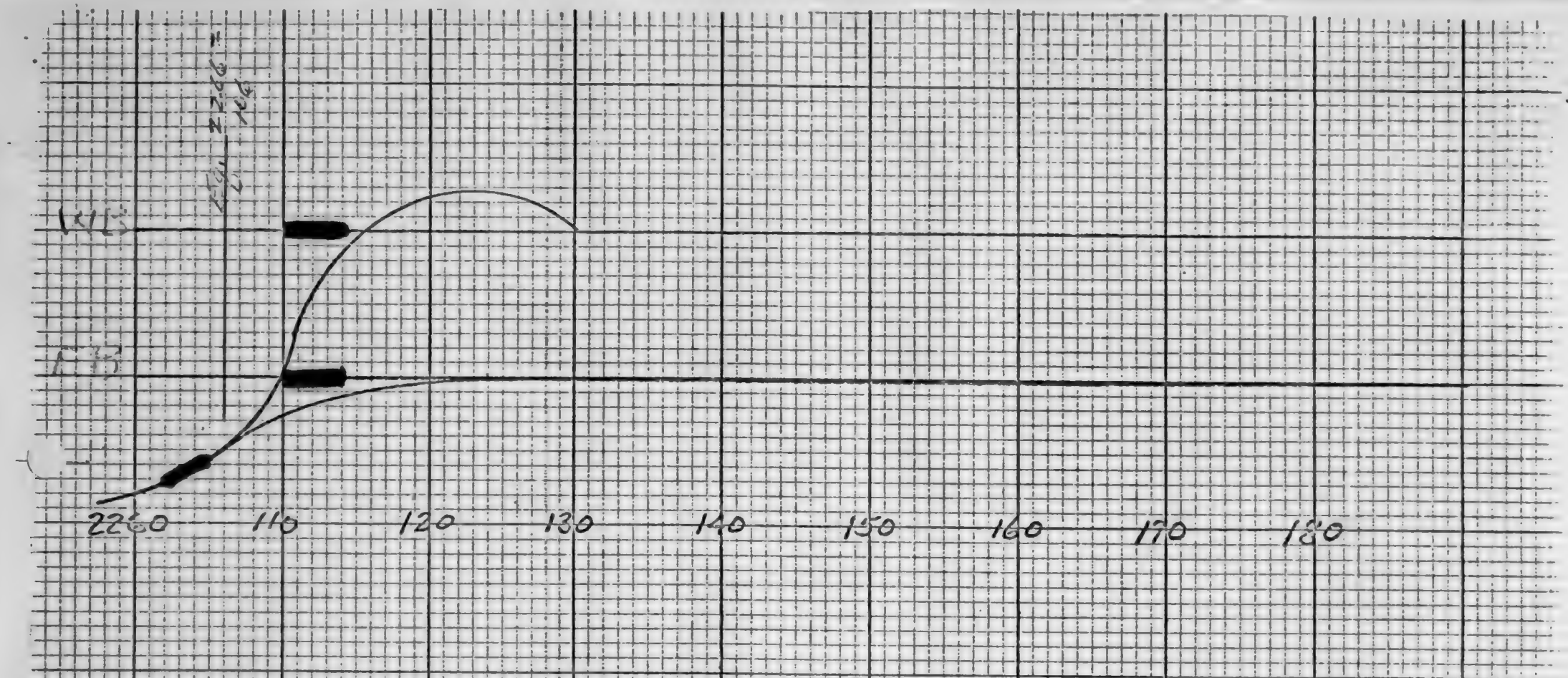
By Asst. State Hwy. Engr

1-13-70

RECEIVED
JAN 12
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



July 15 1957

S. Baker Interch - Encino Interch Sec

Additional Show stacking completed in the intersecting areas on the indicated dates

1-7-61
D.V. Clinton Jr.

Sheet 1 of 10 sheets

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

Main Office
P. O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220
Phone 288-5651

Nevada Branch
2917 Industrial Road
Las Vegas, Nevada 89102
Phone 735-7703

December 31, 1968

Routing
2 Morgan 1111
Decker
Bond
Walker
Bechtine
Johnson

RECEIVED
JAN 3 1969
CONSTRUCTION DIVISION

Mr. F. D. Morgan
Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Morgan:

Reference the writer's letter of July 13, 1967 regarding commencement of work day count on Oregon State Highway Contract No. 7019, South Baker Interchange - Encina Interchange Section of the Old Oregon Trail Highway.

Your letter of response dated July 26, 1967 was not answered by reason that if the project were completed ahead of schedule, time would be wasted in arguing about something which might prove to be of no consequence later.

Please be informed that per our letter of July 13, 1967 we asked only that work day count or properly, we should have stated "Calendar Day" count be delayed until such time as ample staking was provided. We did not ask that the entire project be staked.

One must realize that before work can be planned or commenced, an ample work area must be provided. Your stakeout as of July 17, 1967 was not such that this could be accomplished.

Your statement to the effect that an incomplete pipeline caused a lack of water which hindered any grading operation is without substance by reason that this was never required under the specifications - i.e., we could have delivered same with legal highway tank trucks.

The several areas easterly at the Baker Interchange which you state were staked and available to our forces were inadequate in that a sufficient continuous stretch of

the project with cuts and fills and structures staked was not provided which would allow us to perform the work in an orderly manner. For example, a staked cut area was of no value to us for movement of earth until the adjacent fill area was staked.

It appears that had we been furnished with staked cut and fill areas adjacent to each other, pipe stakeouts in these same areas in order that we could sequentially clear, compact original ground, excavate cuts as economically as good stakeout generally permits, and place drainage facilities at appropriate times that eight days time could have been saved as well as cheaper costs realized through savings in rentals during non-productivity and avoiding of a rather helter skelter operation during commencement.

Your Resident Engineer was pressed by our Field Supervision during the early stages of work to furnish stakes which would allow us to plan and proceed with the project in a manner which would be conducive to the orderly prosecution of the work. Your failure prevented us from accomplishing work irregardless of the amount of equipment on the job.

By reason of failure of the State to act promptly in carrying out its obligations and duties in setting construction stakes which prevented accomplishment of work by the contractor in a vigorous manner as has been described above, request is hereby respectfully made that the contract time be increased 8 days.

Very truly yours,

CHARLES T. PARKER CONSTRUCTION CO.

A. J. Vala
Vice President

AJV:pl

cc: CTP-Portland
J. W. Parker
L. V. Blickenstaff
Veatch, Lovett & Stiner,
Attn: Nobuo Kawasaki

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DEC 31 1969
FOR FILING

I-80N-7(21)305
7019

December 30, 1969

3169

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: South Baker Interchange-Encina Interchange Section
Contract No. 7019, Project No. I-80N-7(21)305

In response to your December 15 letter, we offer the following additional information regarding the eight-day time extension requested for the staking delay. The time in question was at the very start of the project and would be the first eight days charged to the contract. Some of the pertinent dates are:

July 10 - 14	Contractor bringing equipment to project.
July 15	Begin day count. (Attached chart shows status of staking at westerly end of job.)
July 17 - 21	Contractor clearing in South Baker Interchange area (westerly end of job). Two to four field parties staking there.
July 26	Grading started in above area on limited basis.

The problem resulted not so much from a lack of engineering staff as from their early staking not being utilized because it was in areas easterly from the interchange area where contract work actually started (the early staking was in the Station 205 to 380 area). The contractor formally expressed his disagreement with these time charges by the attached letters dated July 13, 1967, and December 31, 1968.

We believe the contractor was prepared to start clearing work a week earlier than actually occurred and that the grading work was also delayed accordingly. We therefore ask your reconsideration of Federal participation in the eight-day time extension.

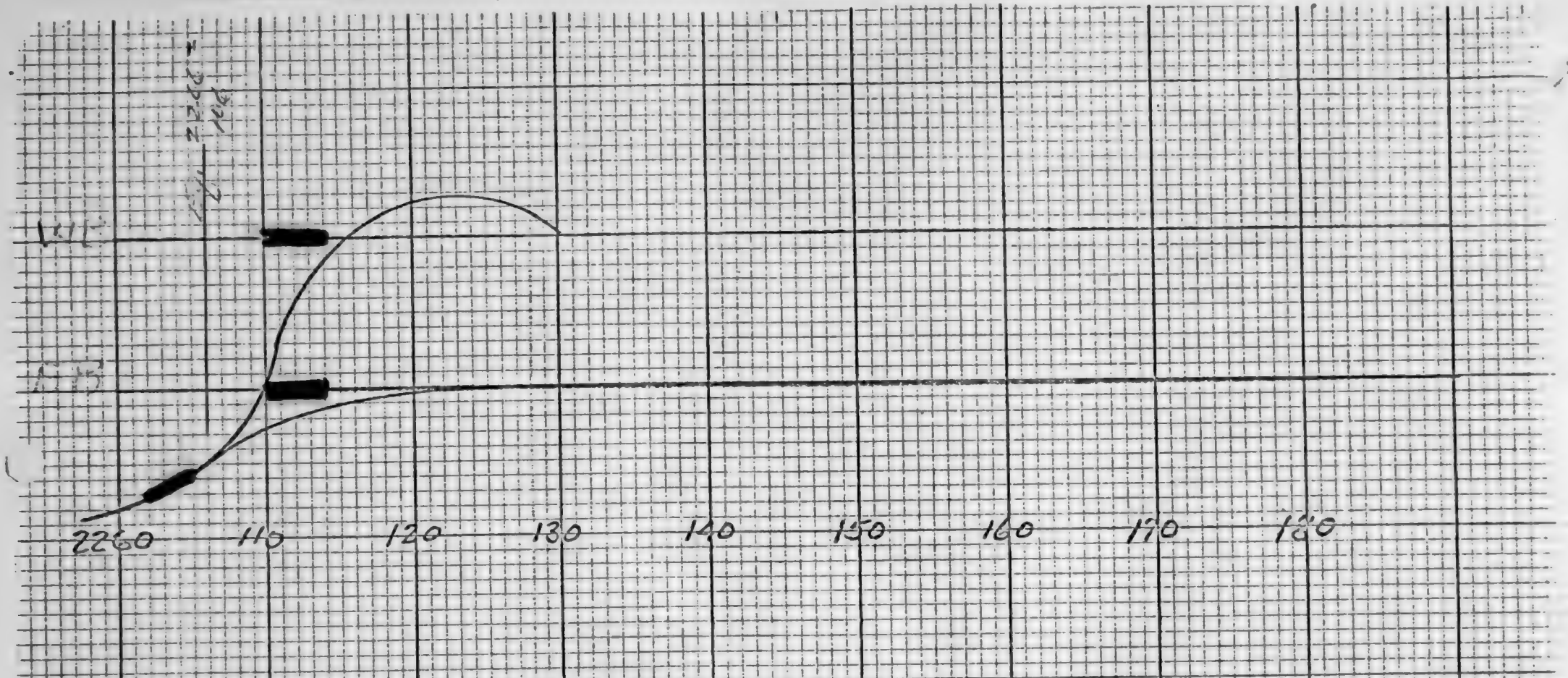
Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. E. Skoog
F. D. Morgan
H. S. Coulter
JAB:fw srb
Atts.



July 15 1967

S. Baker Interch-Eastern Interch Sec

Col sheets show status completed in this section as of date indicated

Sheet 1 of 10 sheets

F-15
S.T. Rice Fld

Ephone 735-7703

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

Nevada Branch
2917 Industrial Road
Las Vegas, Nevada
89102

Main Office
P.O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220

July 13, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Re: Contract No. 7019

Gentlemen:

Reference your letter of July 7, 1967 regarding commencement of calendar day count on subject contract.

Please be advised that by July 22, 1967 approximately twenty pieces of heavy earth moving equipment will have been delivered to the project. As of this date not one culvert has been staked nor a structure list furnished for ordering of materials.

Request is hereby respectfully made that the work day count be delayed until such time as ample staking is provided which will be adequate for procedure with the work.

Very truly yours,

CHARLES T. PARKER CONSTRUCTION CO.

A. J. Vala
Vice President

AJV:mg
cc: Mr. L. V. Blickenstaff
Resident Engineer
Mr. James Monaghan
Project Engineer
C. T. Parker Constr. Co.
Portland, Oregon

RECEIVED
JUL 17 1967
OREGON
STATE HIGHWAY COMMISSION

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JAN 27 1970
FOR FILING

I-8(N.7(21)305
119

December 30, 1969

Charles T. Parker Construction Co.
2937 Industrial Road
Las Vegas, Nevada 89102

Gentlemen:

The State Highway Commission at its meeting on December 23, 1969, considered an extension of time on Contract No. 7019 for grading, paving, signing, and illumination on the South Baker Interchange-Unains Interchange Section of the Old Oregon Trail in Baker County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, the Commission granted you a 15-day extension of time, without assessment of liquidated damages.

Very truly yours,

Floyd [illegible], Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Mr. Jim Monaghan
% Charles T. Parker Constr. Co.
P. O. Box 671
Baker, Oregon 97814
F. D. Morgan
V. E. Skoog
H. S. Coulter
L. V. Blickenstaff
Bureau of Public Roads

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1969

SUBJECT: South Baker Interchange-Encina Interchange Section
Contract No. 7019

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

The Claims Review Board at their November 20, 1969 meeting sanctioned a 15-day time extension only as a complete and final settlement of all claims on this project.

I advised the contractor's legal counsel of this decision and he has now submitted the attached letter showing acceptance on the part of the contractor.

The Board instructed that the proposed settlement be submitted to the Bureau of Public Roads for their concurrence but with the understanding that settlement was not contingent on BPR approval. The attached draft letters are for the purpose of making this submission to the BPR and, since it is a time extension matter, to the Highway Commission also.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.

RECEIVED
DEC 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1969
FOR FILING

I-82N-7(21)215
7019

December 18, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 7
December 23, 1969 meeting

Shortly after completion of the South Baker Interchange-Encina Interchange Section of the Old Oregon Trail Highway (I-80N) in Baker County, Contract No. 7019, the contractor, Charles T. Parker Construction Company, made several requests for extension of the contract time. The last of these was considered at your January 28, 1969 meeting and was declined as were the earlier requests.

The project was completed November 8, 1968, with 28 days liquidated damages accrued at $300 per day for a total of $8,400. The contractor has since sought the time extension as part of a claim which was in the total amount of $43,900 (this includes the $8,400 in liquidated damages). The claim considerations resulted in a review of the entire matter by our Highway Claims Review Board, with the contractor present to explain his position. It was the decision of the Claims Review Board to recommend a 15-day time extension only, which would amount to the return of $4,500 to the contractor, as a complete and final settlement of all claims on the project. The contractor has formally advised, via his legal counsel, that a complete settlement on this basis is agreeable.

The 15-day extension recommended is arrived at as follows: It includes three days over a weekend when deer season opened during which the contractor was not permitted to make a temporary shift of the traffic pattern

which our people considered more hazardous for the increased traffic expected. Four more days were considered justified during the last week of the contract time when part of the work being accomplished was guardrail painting under a force account order unanticipated and added to the project at a late stage. The remaining eight days are for time at a very early stage of the project when the work was just getting under way and staking was not quite finished in the area where the contractor chose to do his first work.

I believe it is in the State's best interest to grant a 13-day extension of time as sanctioned by our Claims Review Board and effect a complete and final settlement of all claims on the project.

This is a Federal-aid Interstate project. We have approval from the Bureau of Public Roads for federal participation in a seven-day extension of time. We are continuing to try to secure full participation but cannot forecast the outcome.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
V. E. Skoog
[illegible] Coulter

JAB:fw:fr sr

LAW OFFICES

VEATCH, LOVETT & STINER

1015 OREGON NATIONAL BUILDING

610 S.W. ALDER STREET

PORTLAND, OREGON 97205

TELEPHONE
222-1331

JOHN C. VEATCH
JOHN C. VEATCH, II
CHARLES M. LOVETT
ALONZO P. STINER
NOBUO KAWASAKI
LOUIS J. FASANO

December 1, 1969

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. John A. Bond, Secretary,
Claims Review Board

Re: South Baker Interchange-Encina Section
Contract No. 7019 - Claim Board Review

Dear Mr. Bond:

This is in answer to your letter of November 24, 1969, concerning the above captioned matter, whereby you informed us that the Board will recommend to the Highway Commission that a time extension of 15 days be granted. This is to inform you that I have contacted all of the parties involved and have their authority to accept the recommendation of 15 days as a complete and final settlement of all claims on the project.

Since the recommendation is acceptable, would you please proceed ahead on this basis. If we can be of further assistance to you in this matter, please feel free to contact our office.

Very truly yours,

VEATCH, LOVETT & STINER

Nobuo Kawasaki.

NK/pf

cc: Mr. Jack W. Parker
Mr. Al. Vala
Mr. Norman B. Kobin
Mr. Emerson Page
DeAtley Corporation

Routing

Morgan
Ducker
Bond
Walker
Buchma
Pease
Swan
Glenn
Litchfield
Gallagher

RECEIVED
DEC 2 1969
CONSTRUCTION
DIVISION

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 15, 1969

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(21)305
South Baker Interchange - Encina Interchange Section
Oregon Trail Highway

Reference is made to Mr. Klaboe's December 5, 1969 letter wherein Federal participation in a 15-calendar day time extension is requested.

Time extensions of 7 calendar days including 3 days for delaying the switching of traffic and 4 days for work performed under Extra Work Order No. 8 is adequately supported. Federal participation in extending the contract time seven (7) days is approved.

The requested time extension of 8 calendar days for inadequate early staking has not been adequately supported. Before Federal participation could be approved evidence would have to be presented that the contractor's operations were actually delayed, and acceptable reasons given to explain the lack of staking. As you are aware the lack of adequate engineering staff would not constitute an acceptable basis for Federal-aid funds participation.

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnsen

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DEC 19 1969
CONSTRUCTION DIVISION

Pease
Bowen
Glorin
Litchfield
Gallagher
Stein

12-19-69
Will to Klaboe
copy to Haag

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DEC 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 8 - 1969
FOR FILING

I 80N-7(21)305
11-1

December 5, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: South Baker Interchange-Encina Interchange
Section, Contract No. 7019
Project No. I-80N-7(21)305

This project was completed with 28 days liquidated damages assessed against the contractor. The contractor has since sought recovery as part of a claim and submitted five specific segments of time as set forth in considerable detail in the attached June 25, 1969, letter from his legal counsel, along with a claim on an entirely unrelated issue involving the rock crushing operation.

Consideration of the entire claim and recent negotiations with the contractor have led to a proposed complete and final settlement of all claims on the project in return for a 15-day extension of time. The 15 days are made up of 8 days on Part 1 (inadequate early staking); 3 days on Part 4 (State's request to delay switching traffic on opening of deer season weekend); and 4 days on Part 5 (which allows for the work performed on Extra Work Order No. 8, guardrail painting on November 4 through 7, 1968).

We request your approval and Interstate participation in a 15-day extension of time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klahoe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
V. E. Skoog
H. S. Coulter

JAB:fw srb

Attachment

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DEC 31 1969
FOR FILING

I 8(N-7(21)305
7019

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1969

SUBJECT: S. Baker Interchange-Encina Section
Contract No. 7019

To:
MEMO TO THE CLAIMS
REVIEW BOARD FILES

The Claims Review Board convened the afternoon of November 20, 1969 to consider contract claims on this project. The following were present.

The Board:

R. L. Porter, Chairman
F. B. Klaboe
Tom Edwards
V. E. Skoog
Alan Johansen (substituting for G. E. Rohde)

On behalf of the contractor, Charles T. Parker Construction Compa ny:

Nobuo Kawasaki, Attorney
Jack Parker
Emerson Page (Paving Subcontractor)
Frank Bersin (Superintendent, Paving Subcontractor)

On behalf of OSHD:

Alfred Shirley, Jr., Assistant Division Engineer
L. V. Blickenstaff, Resident Engineer
C. G. Swenson, Specifications Engineer

Mr. Kawasaki presented the contractor's position which was in accordance with his June 25, 1969 letter. The claim is for 28 days additional time extension ($8,400) and $35,500 for re-working the rock crusher. Mr. Kawasaki related the five-point argument for additional time. These were related to (1) early staking; (2) refusal to change a detour pattern; (3) delay in paving due to low temperature; (4) delay in traffic switch October 4 to 6 (deer season opening); and (5) time charged after October 25 when project was open to traffic which includes several

days on EWO No. 8 painting. Mr. Kawasaki and Mr. Parker then presented the rock production claim which was on behalf of a subcontractor, De Atley Corporation. They alleged that the State had a non-standard No. 10 screen in use by the project testing people. The base rock specs on this project require that of the fraction passing the 1/4-inch sieve, not less than 42 percent nor more than 58 percent should be retained on the #10 sieve. They claimed there was a 3 percent error in the #10 screening results. Mr. Parker said that DeAtley had talked to him about this while the project was in progress and he had advised DeAtley to document the facts by an independent laboratory. DeAtley replied that the screen was gone at that time. The contractor presented no documentation of separate tests and, in fact, offered nothing more than an April 23, 1969 letter from DeAtley, copies of which had been given to the State earlier.

Mr. Shirley presented the State's position, as set forth in a 23 page report, copies of which were given to the Board members. This report recommended against any additional time or any adjustment on the rock claim. On the rock claim, it was brought out that screening was done on both 18-inch and 8-inch screens with the smaller set used on some tests to check the fine gradation. It was argued that any erratic results on the #10 large screens would have been detected when the same material was run through the small set. They had no knowledge of any such claim while the project was in progress.

The Board considered the claim immediately after excusing both sides. They unanimously rejected the rock claim. After discussion, they agreed to recommend the 3 days requested on Part 4, plus 4 days on Part 5 to account for the days on which work was performed on EWO No. 8, plus the 8 days on the Part 1 staking. This would make a total of 15 days additional extension which would amount to $4,500, leaving 13 days still in effect. The Board requested that BPR concurrence be requested, but a complete and final settlement of all claims on the above basis is not contingent upon BPR concurrence. I will direct a letter to Mr. Kawasaki advising him of the Board's decision.

John A. Bond, Secretary
Claims Review Board

JAB:fw

cc- Porter

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NOV 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

CONTRACTOR'S CLAIMS
South Baker Interchange-Encina Interchange Section
Contract 7019

Claim No. 5 - Traffic flowing on October 28 November 13, 1969

The contractor is claiming a time extension for the October 28 to November 8, 1968 on the basis that the bulk of the work remaining was the painting of the guard rails under Extra Work Order No. 8.

Extra Work Order No. 8 was for removal of protective sacking from the guardrail posts, clean and repaint approximately 1700 lineal feet of old rail and paint approx. 1500 lin. ft. of new rail used to extend old existing rail in place.

The project records for the period October 26 to November 8 inclusive shows the following contractor activities for this period:

October 26 (Saturday) No activity
October 27 (Sunday) No activity
28 Hand raking rock under guardrail. Fence work Station 270-275. Placing guard rail posts on "E" line and missed posts on EB lanes.
29 General clean up work. Raking rock under guard rail. Fence work at Station 170-180. Removing rail from temporary detour barricades. Punching holes and installing posts on EB guard rail extensions.
30 Completed driving holes and setting guard rail posts. Hanging rail on EB lanes. General clean up work. Installed two-way traffic signs on "A" line. Poured concrete pipe end slope at 453. Completed fence work 170-180 and repaired damaged fence.
31 Completed fence station 138-144. Removed some two-way traffic signs and reinstalled two signs on "A" line. Clean out pipe inlets. Patched chuck hole - hanging guard rail.

November 1 Bolting guard rail and dug holes for anchors. Hauling out water pipe.
2 Bolted guard rail.
3 (Sunday) no activity
4 Bolting rail and poured two guard rail anchors. Drilled holes for sight posts, install plastomeric arrow. First work done on EWO #8 and is 26% of man hours worked.
5 Augered holes and installed sight post. Work done under EWO#8 45% man hours worked.
6 Bolting guard rail, backfill anchors, install sight posts - Adjust guard rail posts. Work done under EWO#8 61% of man hours worked.

Claim No. 5
S. Baker Interchange-Encina Interchange

November 13, 1969

November 7 Completed guard rail installation. Work under EWO #8 61% of man hours worked.

8 Removed barricades and delivered to State Maint. yard. Cleanup guard rail material stock pile site, removed old sight posts and took down construction signs. No work on EWO#8.

On November 9 a shut down order was issued as major work that was left to be done was under EWO #8 and weather did not appear favorable for painting. Later, EWO #8 was cancelled in order not to hold the job over and painting was completed this year by State Forces.

We cannot concur that the major work remaining was work under EWO #8 and recommend the claim be denied.

CONTRACTOR'S CLAIM
South Baker Interchange-Encina Interchange Section
Contract No. 7019

CLAIMS REVIEW BOARD

Claim No. 6 - Faulty No. 10 screen

The contractor is basing this claim on his contention that a faulty No. 10 screen was used in the field testing of the crushed base materials during the early part of the crushing operations and that this was causing the contractor to fail to meet our specifications.

During the period March 19, 1968 to April 15, 1968, inclusive, the subcontractor, the De Atley Corporation, was crushing 1½"-0 PMSB materials. A review of the field control tests taken during this period reveals the following:

52 field control tests were taken.

26 of the tests indicated that material being produced failed to meet specifications.

18 of these failed in the ¼"-#10 to #10-0 ratio.

Out of these 18, 11 failed for some other reason as well as the ¼"-#10 split.

During this same period, actually March 22 to April 2, inclusive, the De Atley Corporation was also producing 3/4"-0 materials and only two tests out of 42 taken indicated failure in the ¼"-#10 split.

During this period it appeared that the rate of production on the crushing was not sufficient to allow the completion of the project within the specified time limit, and the resident engineer so advised the contractor and the De Atley Corporation in a letter of April 11. The contractor answered this letter on April 18 in a letter, in which he stated that he was also concerned and was

giving this matter immediate attention. You have copies of these two letters.

April 16 to 18, the De Artley Corporation moved its crusher (which at that time consisted of a cone, set of rolls, screen deck and washing facilities) to another location in the gravel pit; apparently in an attempt to get the crusher closer to the raw materials and thereby increase production and help get into specs. Crushing was resumed on the 18th and continued until April 25th producing 1½"-0 materials. A review of the field control tests of this material reveals the following:

47 field control tests were taken.

19 of the tests indicated failing material.

5 of these failed in the ¼"-#10 split

Out of these 5, 2 failed for some other reason.

We cannot concur with the contractor's letter which intimates that the material failed primarily for "too much passing the #10 screen".

It is the practice of this department to make periodic checks on field control testing by submitting samples of the same material tested in the field lab to the Salem Central Laboratory for verification of field testing and as record samples in compliance with BPR requirements. The contractor reviews our field tests and also receives a copy of the Salem Laboratory report. Attached is a tabulation of these comparisons for the time under discussion. This tabulation indicates field screening was in reasonable tolerances with Central laboratory screening.

South Baker Interchange-Encina Interchange Section November 13, 1969
Claim No. 6

We are unable to find any evidence that the No. 10 screens were changed during period and the contractor made no mention to us that he suspected the screens were faulty. This was not mentioned until Mr. Kawasaki's letter of June 25, 1969, over a year later, was received. Certainly, if the screens had been suspect during the crushing, they would have been checked; and, if faulty, steps would have been taken to correct the situation.

From April 26 to May 21, the crusher was moved out of the pit and up on to the natural ground adjacent to the pit. A sand screen was added and the washing system was improved. When crushing was resumed, production increased and, for the most part, specification material was produced.

The contractor submits no facts and figures to justify the claim of $35,500 for reworking the crusher.

We recommend the claim be denied.

DeATLEY CORPORATION
CONTRACTORS
P. O. BOX 648 UPPER SNAKE RIVER ROAD SHERWOOD 3-1531
LEWISTON, IDAHO, 83501

April 23, 1969

Mr. Nobuo Kawasaki
Veatch, Levett & Stiner
1015 Oregon National Building
Portland, Oregon 97205

Dear Mr. Kawasaki:

As per our conversation on April 18, 1969, concerning the State of Oregon test sieve that was in question, I have put down my recollection of the incident, as follows.

During the initial production of the Plant Mix Stone Base Aggregate, we were out of specs because of too high a percentage of material passing the No. 10 sieve. Fearing our actions on these consistently bad test results, we completely dismantled the aggregate plant and then rearranged and reassembled it to cut down on the material passing the No. 10 sieve.

It was during this period, which took about twenty days, that we became suspicious of the accuracy of the State's No. 10 sieve. Our suspicions were confirmed when we took material that would pass the State sieve and ran it through a lab quality sieve. The error in the State's sieve was about 3%. The State removed the sieve in question before we had a chance to have it documented by an independent laboratory.

Had the sieve been accurate to start with, our change of plant may not have been necessary, thereby saving us twenty five days and considerable expense.

Yours very truly,

A. Neil DeAtley

A. Neil DeAtley
President

Table 202-2 Liquid Limit and Plasticity Index Values

Per cent of Material Passing No. 40 Sieve	Liquid Limit Maximum	Plasticity Index Maximum
0.1 to 8.0, inclusive	33	6
8.1 to 10.0, inclusive	30	6
10.1 to 15.0, inclusive	27	4
15.1 to 20.0, inclusive	24	3
20.1 to 25.0, inclusive	21	2
Over 25.0	21	0 or N.P.

Article 202-2.2(b) Designated sizes and gradings. (1-1-66)

In Table 202-1, insert an additional requirement at the bottom of and as a part of the Table reading as follows: "Of the fraction passing the 1/4-inch sieve, not less than 42 per cent nor more than 58 per cent thereof shall be retained on the No. 10 sieve."

In Table 202-1, with reference to the 3/8" - 0 designated size, delete all references thereto and substitute the following grading requirements:

Retained on 1/2" sieve	None
Passing 1/2" sieve - retained on 3/8" sieve	0-15%
Passing 3/8" sieve - retained on No. 4 sieve	20-40%
Per cent of No. 4 minus fraction retained on No. 10 sieve	45-60%

In Table 202-1, add a new designated size of 1/4" - 0 with grading requirements as follows:

Retained on 3/8" sieve	None
Passing 3/8" sieve - retained on 1/4" sieve	0-15%
Per cent of 1/4" minus fraction retained on No. 10 sieve	42-58%

Article 202-2.2(c) Fracture of gravel. (1-1-66)

In the 3rd line following the word "percentage" add the expression ", by weight,".

Article 202-3.2 Placing and Spreading. (5-1-65)

In the last sentence of the 1st paragraph, place a period after the word "surface" and delete the rest of the sentence.

Sections 204 and 208. (1-1-66)

Add two new complete standard specifications titled as follows:

Section 204 -- Plant-Mix Stone Base

Section 208 -- Plant-Mix Bituminous Base

Note: Each of these new specifications is published as a separate pamphlet under the above applicable title and is further identified as a Supplemental Standard Specification bound with the contract documents when appropriate or applicable to the contract work.

OREGON STATE HIGHWAY DEPARTMENT

Inter-Department Correspondence

Baker, Oregon
April 22, 1968

SUBJECT S.Baker Interch.-Encina Interch.Sec.
Old Oregon Trail Highway
Contract 7019

When crushing resumed on Thursday, June 18, after the crushing plant had been relocated and revamped the production during the morning shift was failing and rejected. On Thursday afternoon, borderline satisfactory material was produced and accepted. Since this shift, of the 13 tests run, 10 were borderline satisfactory, 2 were failing and only one was satisfactory and all of the material produced was accepted.

It has been our practice, when the contractor is furnishing material which is generally well within specs., to accept the burden of proof on failing tests by immediately re-testing to be sure the material is actually failing before we start rejecting.

However on an operation such as we now have where the material being produced is consistently borderline with some failing tests, the burden of proof that satisfactory material is being produced must rest with the contractor.

As long as this borderline condition exists you are to start rejecting material with the first failing test, which includes borderline failing tests, and to continue rejecting material until a passing sample is obtained.

L. V. Blickenstaff

/s/ L. V. Blickenstaff

Resident Engineer

c/c A. F. Parson
c/c DeAtley Corp., Lewiston
c/c DeAtley Crusher Supt., Baker
c/c Charles T. Parker, Las Vegas
c/c Charles T. Parker, Baker

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 4 SHEETS

S. Baker Interch.-Encina Interch.
Old Oregon Trail Hwy.
Contract 7019

Test results on 1½"-0 P.M.S.B.

O= Cause of B/S result
T= S.E. test run

Test #	Date	Pass	Fail	Ret. on3/4	Pass ¼	Fracture	S. E.	¼"-#10 in ¼"-0
1	3-19-68		X	X		X	X	X
2	3-20		X			X	T	X
3	"		X				T	X
4	"		X			X	T	X
5	3-21	X B/S		O			T	
6	"		X	X		X	T	X
7	"		X			X		
8	"				X			
9	"		X			X	T	
10	"		X			X		X
11	3-22		X		X	X	T	
12	"		X			X		
13	4-3		X					X
14	"		X					X
15	"		X				X	X
16	"		X					X
17	4-4		X		X			X
18	"		X					X
19	"		X	X				X
20	"		X	X				X
21	"		X	X	X			X
22	"		X					X
23	"		X					X
24	4-8	X						
25	"	X						

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 4 SHEETS

Test #	Date	Pass	Fail	Ret. on 3/4	Pass ½	Fracture	S.E.	¼"-#10 in ¼"-0
26	4-9	X						
27	"		X					X
28	"	X						
29	"	X						
30	4-10	X						
Record Sample	4-10		X				X	
31	"		X		X			
32	"	X					T	
33	"	X						
34	"	X						
35	"	X					T	
36	"	X						
37	"	X B/S			0			
38	4-11	X						
39	"	X					T	
40	"	X						
41	"	X					T	
42	"	X						
43	4-12	X					T	
44	"	X						
45	"	X					T	
46	"	X B/S			0			
47	4-15	X B/S						0
48	"	X					T	
49	"	X						
50			X		X		T	

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 3 OF 4 SHEETS

Test #	Date	Pass	Fail	Ret. on 3/4	Pass ¼	Fracture	S.E.	¼" - #10 in ¼" - 0
51	4-15	X						
52	"	X						
53	4-18		X		X			X
54	"	X B/S			0			
55	"	X B/S			0		T	
56	"	X						
Record Sample	"		X				X	
57	4-19		X		X			
58	"	X B/S			0			
59	"		X		X		T	
60	"	X B/S			0			
61	"	X B/S						0
62	"	X B/S			0			
63	"	X B/S			0		0	
64	"	X B/S			0			
65	"	X B/S						0
66	4-22	X B/S						0
67	"		X		X			
67A	"		X				X	
68	"		X				X	
69	"	X B/S		0				
70	"	X B/S		0				
71	"	X					T	
72	"		X				X	
73		X B/S						0
74	4-23		X					X
75	"	X B/S			0			

Form E-19

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 4 OF 4 SHEETS

Test #	Date	Pass	Fail	Ret. on 3/4	Pass 1/2	Fracture	S. E.	1/2" - #10 in 1/2" - 0
76	4-23	X B/S					T	0
77	"		X	X			X	
78	"	X B/S			0			
79	"	X B/S		0				
80	"	X B/S					T	0
81	"	X B/S		0				
82	4-24	X						
83	"	X B/S			0			
84	"	X B/S					0	
85	"		X		X			
86	"	X						
87	"	X					T	
88	"	X B/S		0				
89	4-25		X	X				
Record Sample	"		X		X			X
90	"	X						
91	"	X						
92	"		X				X	
93	"		X					X
94	"		X	X				
95	"		X	X				
96	"		X	X				X
97	"	X						
98			X					X
99	"		X	X				

Crusher was shut down to move and remodel plant.

PHONE 288-3651

NOTED
A. A. ANDERSON

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

P. O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220

April 18, 1968

L. V. Blickenstaff
Resident Engineer
Department of Highways
Baker, Oregon

Re: Oregon State Highway Contract
7019

Dear Sir:

With reference to your letter of April 11, 1968, concerning the production of aggreate materials for the subject contract; I wish to assure you that this Company is giving the matter its immediate attention.

We are aware that the present rate of production is not adequate and we are working with all concerned to increase the volume of material produced at the crushing plant.

Very Truly Yours,
Charles T. Parker Const. Co.

James Monaghan
Project Superintendent

cc. CTP Co., LasVegas
De Atley Corp. Lewiston

RECEIVED
APR 22 1968
L. V. BLICKENSTAFF
RES. ENGINEER

42-58

TEST COMPARISONS
South Baker Interchange-Encina Interchange Section
Contract No. 7019

Field Test No. 33	1½"-0 Material	April 10, 1968
	Central Lab	Field Lab
Retained on 3/4"	26%	29%
Retained on 1/4"	53%	54%
% of 1/4-0 retained on #10	55%	48%
Field Test No. 46	1½"-0 Material	April 12, 1968
	Central Lab	Field Lab
Retained on 3/4"	27%	28%
Retained on 1/4"	49%	52%
% of 1/4"-0 retained on #10	49%	47%
Field Test No. 92	1½"-0 Material	April 25, 1968
	Central Lab	Field Lab
Retained on 3/4"	24%	23%
Retained on 1/4"	66%	62%
% 1/4"-0 retained on #10	62%	46%
Field Test No. 29	3/4"-0 Material	March 29, 1968
	Central Lab	Field Lab
Retained on 3/8"	34%	31%
Retained on 1/4"	51%	50%
% of 1/4"-#10 retained on #10	45%	47%
Field Test No. 35	3/4"-0 Material	April 1, 1968
	Central Lab	Field Lab
Retained on 3/8"	24%	28%
Retained on 1/4"	42%	47%
1/4"-#10 retained on #10	52%	46%
Field Test No. 40	3/4"-0 Material	April 2, 1968
	Central Lab	Field Lab
Retained on 3/8"	24%	28%
Retained on 1/4"	44%	48%
1/4"-#10 retained on #10	47%	50%

[illegible]
April 27, 19[illegible]

[illegible]
[illegible]
[illegible]

[illegible]
[illegible]
[illegible]

Gentlemen:

This letter is to notify you that it appears the present rate of production at your subcontractor's crushing plant is not sufficient to allow the completion of this project within the specified time limit.

At the present rate of production it would require approximately [illegible] to complete the crushing of the plant mix there and 51 [illegible] to complete all the crushing provided the plant ran two shifts, five days per week.

Would you please give this matter your attention.

Very truly yours,

J. V. Blankenship
Resident Engineer

cc: J. F. Parson
c/o Dealy Const. Co., Baker
c/o Le Roy Corp., Langston

RECEIVED
SEP 2 - 1969
FOR FILING

I-80N-7(21)305
7019

August 29, 1969

Mr. Nubuo Kawasaki
Veatch, Lovett and Stiner
1015 Oregon National Building
Portland, Oregon 97205

RE: Old Oregon Trail Highway
S. Baker Interchange-Encina
Interchange Section
Contract No. 7019

Dear Mr. Kawasaki:

This is in reply to your letter of August 22 addressed to Mr. Floyd Query, Secretary to the Highway Commission asking information as to procedures available to secure a review of the contractor's claim which has been rejected on the subject project by the Construction Division. The Highway Department does have a Claims Review Board which functions in the area you describe.

This is an independent five-man board consisting of the Deputy State Highway Engineer, two Assistant State Highway Engineers, the Chief Counsel and the Controller and this group is available upon request by the contractor to review a claim determination which has been made at other levels within the Department. To obtain such a review a written request should be directed to Mr. John A. Bond, Construction Administration Engineer, who also functions as Secretary to the Claims Review Board. A mutually agreeable time for the review meeting will then be determined.

These meetings are held at the State Highway Building here in Salem. The format of the review is for the contractor or his representative to present his claim situation and reasons to the Board. This is an informal procedure in which individual members of the Board have the opportunity to ask any pertinent questions they may have. Representatives from the Highway Department, usually at the project level, then present their analysis of the claim to the Board and are also subject to clarifying questions from the Board. Following this, the Board then deliberates the merits of the matter in a closed session. The above is not a legal procedure to our knowledge but merely provides a top-level independent review if the contractor so requests.

We do not believe it would be proper nor do we feel qualified to attempt to advise you or your client in any way as to your legal rights or procedures.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

JAB:fw:ses

cc R. L. Porter
F. D. Morgan

LAW OFFICES

VEATCH, LOVETT & STINER

1015 OREGON NATIONAL BUILDING

PORTLAND, OREGON 97205

JOHN C. VEATCH
JOHN C. VEATCH, II
CHARLES M. LOVETT
ALONZO P. STINER
NOBUO KAWASAKI
LOUIS J. FASANO

TELEPHONE
222-1331

August 22, 1969

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon

Re: Old Oregon Trail Highway
S. Baker Interchange
Encina Interchange
O. S. H. D. Contract No. 7019

Dear Mr. Query:

We are in receipt of a letter from Mr. F. D. Morgan, Construction Engineer, dated August 14, 1969, concerning the above matter. We have enclosed a photocopy of said letter for your reference.

We would like to inquire whether the letter from Mr. Morgan serves as a final determination of our claims from the Oregon State Highway Commission, or whether the Commission will further review this matter. If said letter serves as a final determination from the Oregon State Highway Commission, then we would like to know what prodedures are available to us if we desire to contest any of the determinations made by Mr. Morgan.

If said letter does not serve as a final decision from the Highway Commission, then are there any additional steps which can be taken by our client to preserve its rights in this matter. If we do receive an adverse determination from the Highway Commission, then what further procedures can be followed by our client at that point to preserve its rights. Since we are not sure what steps are legally available to our client at this point, and since we would like to advise our client as soon as possible as to the status of this matter, we would appreciate hearing from you as soon as possible.

Very truly yours,

VEATCH, LOVETT & STINER

Nobuo Kawasaki

Nobuo Kawasaki

NK:sk

RECEIVED
AUG 25 1969
STATE HIGHWAY COMMISSION
FILED

RECEIVED
AUG 21 1969
FOR FILING

I 80N-7(21)
1619

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1969

SUBJECT: Baker-Encina Section
Contract No. 7D19
Ted Schroeder

To: Mr. H. S. Coulter
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

The recent finding that Mr. and Mrs. Ted Schroeder had rented a 3/4-ton pickup to Lewis Construction Company on subject project has been investigated. The facts indicate that Mr. Ted Schroeder, an HE I Inspector working in Baker, Oregon on subject project, arranged for his wife to rent a 3/4-ton pickup to said company who was doing subcontract work. The truck was rented for 1-1/2 days at $8 per day.

Reference is made to previous action taken against Mr. Schroeder for previous findings of a similar nature on the same contract. Mr. Schroeder was suspended for 15 days for previous violation of Highway policy which states "no employment will be made to, and no renting, leasing or purchasing of equipment, supplies or materials will be arranged or made with or through any employee agent or officer of the Oregon State Highway Department by the contractor."

As this latest report of a similar violation shows that it was a part of the same period as that covered by the penalty of 15 day suspension from work, it is felt that adequate punitive action has been taken. Latest report is of such a minor amount that any additional penalty would approach an action of double penalty. It is presumed that this problem is closed; however, Division V administration officers are directed by this letter to observe Mr. Schroeder's behavior, application to his work assignments and general productive effort. Any recurrence of a violation of Department policy will bring severe disciplinary action.

F. D. Morgan
Construction Engineer

RECEIVED
AUG 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FDM:fw
cc F. B. Klaboe
Gene Huntley

RECEIVED
AUG 21 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

I-5-1(3)205

11-17

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 14, 1969

Veatch, Lovett and Stiner
1015 Oregon National Building
Portland, Oregon 97205

ATTENTION: Mr. Nobuo Kawasaki

RE: South Baker Interchange-Encina
Interchange Section
Contract No. 7019

Gentlemen:

We have reviewed your June 25 letter addressed to Mr. Floyd Query, Commission Secretary, and presenting a six-part claim on behalf of Charles T. Parker Construction Company.

Your items 1 through 4 all relate to time extension and the reasons presented have been considered earlier and response given to the contractor. After review, we find no new basis to justify recommending time extension on these items.

Part 5 also relating to time, specifically the last 14 days of time charged to the contract, has been reviewed also. We would remind you that the contract included a bid item for painting some 27,214 feet of guardrail. This was deleted by Price Agreement No. 10 leaving such a small amount of painting remaining that it was agreed to be more equitable to perform it as extra work and even this was subsequently deleted from Extra Work Order No. 8. It would seem the contractor enjoyed a significant time benefit from this deletion of the bid item. Further, our records indicate that as of October 25, 1968, a large portion of the eastbound guardrail work remained to be done along with some signing and guide posts all of which we regard as necessary items for safe unrestricted use of the new facility, and incidentally, also requiring the presence of our field engineering crews and the expense involved in maintaining them on the project.

Your Item 6 concerns the contractor's rock crushing problems related to certain gradation. The contract includes several quality requirements for base

rock including sand equivalent, fracture, liquid limit, plasticity index, as well as several sizes of gradation. We emphasize there was a pattern of quality failures on the base rock prior to April 26 with many failures on required tests for other than 1/4-10 gradation. Further, we find no proof of a faulty screen having been used in our field testing.

A careful review of the claims as presented indicates to us that they are without merit, and we must, therefore, reject same.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

JAB:fw

cc: F. B. Klaboe
Floyd Query
H. S. Coulter
L. V. Blickenstaff

RECEIVED
AUG 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1969
FOR FILING

I 80N-7(3)(2)(F)

August 12, 1969

Veatch, Lovett & Stiner
1015 Oregon National Building
Portland, Oregon 97205

Attention: Nobuo Kowasaki

Gentlemen:

This will acknowledge your letter of August 8 concerning a claim that you have made for additional compensation on our Contract No. 7019.

I talked with Mr. John Bond in the Construction Engineer's office and was told that the claim is under consideration at this time and an answer would be forthcoming in the near future.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:sj

cc F. D. Morgan
Attn: John Bond

LAW OFFICES

VEATCH, LOVETT & STINER

1015 OREGON NATIONAL BUILDING

PORTLAND, OREGON 97205

JOHN C. VEATCH
JOHN C. VEATCH, II
CHARLES M. LOVETT
ALONZO P. STINER
NOBUO KAWASAKI
LOUIS J. FASANO

TELEPHONE
222-1331

August 8, 1969

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: Old Oregon Trail Highway -
S. Baker Interchange -
Encina Interchange -
O.S.H.D. Contract No. 7019

Dear Mr. Query:

Please refer to my letter of June 25, 1969, and your answer thereto dated June 26, 1969, concerning the above captioned matter. Your letter states that you have referred our claim to the State Highway Engineer for further consideration. Since over a month has elapsed since we filed our client's claim, we would like to know the present status of said claim.

As we said in our previous letter, if you desire additional information or additional documentation concerning the claim, please feel free to contact our office.

Very truly yours,

VEATCH, LOVETT & STINER

Nobuo Kawasaki

NK/gp

8-11 Bond days being studied now
& ans be known in the near future.

RECEIVED
AUG 11 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 11 1969
FOR FILING

FORM E-20 (11-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1969

To: Mr. H. S. Coulter
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

SUBJECT: Rental on Pickup Truck
Baker-Encina Section
Contract No. 7019

Herewith a copy of a letter prepared by Mr. John Bond regarding subject problem. The letter lists three areas of investigation which should be pursued.

Will you please try to get answers to these three questions and submit your findings to this office. Question No. 1 is quite important; you should check to determine who was the registered owner of the pickup at the time it was rented to the contractor; also the actual rate of pay for the pickup.

F. D. Morgan
Construction Engineer

FDM:fw

Attach.

cc F. B. Klaboe

FORM B 90 (10-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1969

SUBJECT: Rental on Pickup Truck
Baker-Encina Section
Contract No. 7019

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

Per your instructions, I have discussed the July 29 letter from Mr. Blickenstaff with Mr. Lindas of our Legal Division, specifically seeking advice as to whether our personnel rule on conflict of interest (covered by Section 4.2.1 of the Construction Manul, Pages 190 and 191) would apply to Mr. Schroeder's wife.

If the arrangements for rental of the pickup were, in fact, completely made by the wife, it is much more difficult to show improper action on the part of our employee. It boils down to a question of whether Schroeder violated the spirit of the rule, that is whether a transaction done in his wife's name was used merely as a subterfuge. To make a judgment on this, we would need some additional information which might be difficult to obtain at this late date.

1. We would need the identity of the pickup, preferably the license number, to check out its registration including a check as to whether the registration was changed during the life of our contract.

2. Was the rental rate on the pickup reasonable? If it was only the fair going rate, the occurrence is much less damaging against the employee.

3. How did the contractor learn of the availability of the pickup?

The last two questions would most easily be pursued via the contractor, but I would guess he is not particularly disposed to cooperate. He has a pending claim on this contract on an entirely unrelated matter.

John A. Bond
Construction Administration Engineer

JAB:fw

JUN 26 1969
FOR FILING
I 80N 7(21)305
7019

June 26, 1969

Veatch, Lovett & Stiner
1015 Oregon National Building
Portland, Oregon 97205

Attention: Mr. Nobuo Kawasaki

Gentlemen:

This morning we received your letter dated June 25 in which you requested that the assessment of liquidated damages against Contract No. 7019 be rescinded and that the contractor be paid an additional sum of $35,500 for damages incurred by Deatley Corporation, Subcontractor, in reworking its crusher.

Your letter and the copies of correspondence attached to it are being forwarded to the office of the State Highway Engineer for further consideration.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:cr

bc: Mr. R. L. Porter

LAW OFFICES

VEATCH, LOVETT & STINER

1015 OREGON NATIONAL BUILDING

PORTLAND, OREGON 97205

JOHN C. VEATCH
JOHN C. VEATCH, II
CHARLES M. LOVETT
ALONZO P. STINER
NOBUO KAWASAKI
LOUIS J. FASANO

TELEPHONE
222-1331

June 25, 1969

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: Old Oregon Trail Highway -
S. Baker Interchange -
Encina Interchange -
O.S.H.D. Contract No. 7019

Dear Mr. Query:

We are the attorneys for the Charles T. Parker Construction Co., who is the prime contractor in the above captioned job. If you will refer to the copy of our client's letter dated April 18, 1969, addressed to Mr. A.J. Kahler of your office, our client stated that its acceptance of your payment under your final estimate for said job did not waive any claim or claims, if any, which it had. A photocopy of our client's letter is attached for your reference.

This letter is to serve as our client's formal claim for additional compensation earned under the above mentioned contract. We have grouped and numbered the claims for easier reference as set forth below. Claims 1 through 5 are basically claims contesting the number of calendar days charged to our client during the course of the contract. Our client feels that these calendar days were improperly charged to it, and since liquidated damages were assessed against our client for delays in completion, our client requests that an increase in time for performance of the contract be granted to it as an offset against the liquidated damages which were assessed. Claim No. 6 concerns defective equipment used by your staff in testing the materials produced by the crushing subcontractor on the job, the DeAtley Corporation. This claim is not only for an increase in time for performance from the resulting time delay but also for expenses incurred by the subcontractor. All of the above mentioned claims are set forth in detail below.

A summary of Claims Nos. 1 through 5, which are based on time extensions previously requested from your office, is set forth below:

Claim No.	Date of Request	No. of Days	Period of Work	Reason for Request
1	7-13-67	8	July 15 to 22	Inadequate staking
2	10-4-68	6	Sept. 20 - 25	Modification of Detour
3	10-4-68	2	Sept. 20 and 21	Asphalt paving delay ordered by State due to weather
4	10-14-68 and 10-22-68	3	Oct. 4, 5 & 6	Traffic switch (deer season)
5	11-5-68, 11-12-68 and 11-21-68	14	Oct. 25 to Nov. 8	Traffic flowing on Oct. 25, 1968

All of the information and documentation which our client has in respect to Claims Nos. 1, 2 and 3 above has been previously submitted to your office. In regard to Claim No. 1, please refer to the enclosed copy of our client's letter of December 31, 1968, addressed to Mr. F.D. Morgan of your office which summarizes the basis for said claim. In regard to Claim No. 2, please refer to the enclosed copy of our client's letter of October 4, 1968, addressed to Mr. L.V. Blinkenstaff of your office, which summarizes the basis for said claim. In the event your files do not show the documentation and correspondence in regards to Claims Nos. 1, 2 and 3, please contact the undersigned and I will provide you with any information I have. Below please find additional information regarding Claims Nos. 4 and 5 which will supplement our client's previous correspondence to you in regard to said claims.

CLAIM NO. 4 - This claim is based upon an order by your resident engineer on the job delaying the switching of traffic for a three-day period of October 4, 5, and 6, 1968, thereby preventing our client from working for a period of three days. Our client's records show that the question of the switching of traffic came up very early during the week of September 29, 1968, to October 5, 1968. Our client anticipated that they would be able to switch the traffic on Friday, and specifically asked the resident engineer if the traffic could be switched the following Friday, October 4, 1968. If you will refer to our client's letter of October 16, 1968, addressed to Mr. Blinkenstaff, it clearly sets forth the circumstances surrounding the delay in the switch of the traffic. We have also enclosed a photocopy of the letter from our client to your office dated October 14, 1968, which served as our client's formal request for an extension of time for two of the three days involved. It is very clear from our client's work records,

the correspondence, and the telephone conversations with your resident engineer that the reasons for the delay in the switch were (1) it is contrary to your policy to switch traffic on Friday, and (2) there would be an increased traffic flow due to the opening of deer hunting season. The engineer by not allowing the traffic switch ordered a suspension of the work. According to the standard specifications, a suspension-of-work order by the engineer may serve as the basis of claim for the adjustment of contract time as per Article 8-8 of the Standard Specifications, as amended 1-1-66. We are not questioning that your engineer had the right to order a suspension of the work, but we do feel that since our client was prepared to work during this period, that the suspension of the work was for a cause beyond the control of the contractor, as set forth in Article 8-8. Article 8-8 states that one of the grounds for obtaining an adjustment of contract time is

> (d) Temporary suspension of work under Article 8-6 for such period as the engineer may deem necessary due to unsuitable weather or due to conditions he may consider unfavorable for the prosecution of the work.

We believe this claim clearly follows within the intent and purposes of Article 8-8 and our client hereby requests an adjustment of contract time for the reasons set forth herein.

CLAIM NO. 5 - If you will refer to your engineer's reports on the job, you will note that traffic was freely flowing on October 25, 1968. Our client then requested that the penalty period be terminated as of October 25, 1968; however, our client was assessed penalty through and including November 8, 1968. Article 8-7 of the Standards of Specifications, revised 1-6-66, sets forth the purpose for the liquidated damages provisions. The section states in part, "Inasmuch as any delay in the prosecution of the work will inconvenience and be expensive to the traveling public, obstruct traffic, interfere with and delay business and commerce, and increase the cost to the State, it is essential that the work be pressed vigorously to completion." The general tenor of this provision seems to be that damage will be experienced if the traffic is not flowing freely. Our client recognizes this fact, but it does not seem just to assess liquidated damages once the intended traffic flow is achieved. We would like to point out that after October 25, 1968, according to our client's daily work reports, the bulk of the work remaining to be done was the painting of the guardrails under Extra Work Order No. 8. Had it not been for the work which had to be done under Extra Work Order No. 8, the other remaining work, which was minor guardrail work, could have been completed by no later than October 30, 1968. However, since the work under Extra Work Order No. 8 had to be completed anyway, much

of the minor guardrail work was stretched out. According to Article 8-8 of the Standard Specifications, revised 1-1-66, one of the grounds for obtaining an adjustment of contract time is, "Performance of extra work under Article 4-4." Since the performance of the contract was extended by the extra work order, if the penalty is not terminated as of October 25, 1968, then, in any event, the penalty period should be terminated when the majority of the work remaining left to be done was work under Extra Work Order No. 8.

The claim we have designated as Claim No. 6 arises out of the use of a defective screen by your personnel on the job in testing the materials produced by the crushing subcontractor, the DeAtley Corporation. This claim has not been previously submitted to your office, as were the above listed claims, and we will attempt to go into greater detail on this particular claim. This claim is as follows.

CLAIM NO. 6 - As early as April 4, 1968, our client's daily work reports show that the DeAtley Corporation was having trouble getting the $1\frac{1}{2}$ inch stone base material to meet specifications. The reason given was "trouble with too much material passing No. 10 screens." On April 11, 1968, John Compton, the hauling subcontractor, and the DeAtley Corporation unsuccessfully talked to your representatives on the job about changing the specifications for the stone base materials, as the DeAtley Corporation was still experiencing problems with the specifications. The DeAtley Corporation then decided to revamp their plant in an attempt to meet the specifications. This was accomplished between April 14th and April 18th. The DeAtley Corporation then resumed their crushing operation and they still had trouble meeting the specifications. On April 22, 1968, your resident engineer wrote to your inspectors advising them that the materials as were then being produced should be rejected. We have enclosed a photocopy of said letter for your reference. (On Line 1, the date June 18 should read April 18.) The DeAtley Corporation then shut down its plant and again completely reworked its plant in an attempt to meet the specifications. Our client's records show that the DeAtley Corporation quit crushing on April 25, 1968, and did not again resume crushing until May 23, 1968. During this time, the only reason for the shutdown was the reworking of the crusher as mentioned above. Due to the critical nature of the materials then being crushed, the entire job was virtually shut down for a period of 28 days, or until crushing resumed. Also, the DeAtley Corporation expended considerable time and expense in unnecessarily reworking its crusher. We have enclosed a photocopy of a letter from the DeAtley Corporation dated April 23, 1969, addressed to our office, setting forth its position in this matter. Since your personnel were responsible

for using the wrong size screen, thereby causing DeAtley Corporation to fail to meet your specifications, we believe that the burden of proof is on the State of Oregon to prove that our client or its subcontractors were not damaged by the faulty screen. Based upon the above, our clients hereby request that Claim No. 6 be granted by adjusting the contract time by increasing said period in the amount of 28 days. We would like to point out that Article 8-8 of the Standard Specifications provides for an adjustment of contract time for errors in the specifications and for the failure of the State to promptly carry out its obligations and duties. In addition thereto, our client is making an additional claim in the amount of $35,500.00, which represents the damages suffered by the DeAtley Corporation in reworking its crusher in an attempt to meet the specifications established by your personnel.

In summarizing the above claims, our client is hereby requesting that the contract time for the above contract be increased a total of 61 days, since the causes for the delays listed in the above claims were beyond the control of our client and affected the time necessary for the completion of the work under the contract. On your Final Estimate, our client was assessed a total of $8,400.00 in liquidated damages computed by multiplying 28 penalty days times the contract penalty of $300.00 per day. Our client hereby requests that the item for the liquidated damages be completely stricken from the Final Estimate and that it be paid an additional $8,400.00 over and above the total payment shown on the Final Estimate. Our client further requests that it be paid the additional sum of $35,500.00 to compensate its crushing subcontractor, the DeAtley Corporation, for damages incurred in reworking its crusher.

In the event you desire additional information or additional documentation concerning any of the above, please contact our office. All correspondence should be directed to the undersigned.

Very truly yours,

VEATCH, LOVETT & STINER

Nobuo Kawasaki

NK:em
Enclosures

April 18, 1969

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. A.J. Kahler
Payroll and Claims
Accounting Division

Re: South Baker - Encina Interchange -
O.S.H.D. Contract No. 7019

Dear Mr. Kahler:

Enclosed please find Final Estimate Voucher duly executed by us in connection with the above captioned job. In accordance with your correspondence and instructions in this matter, the sum of $102,957.74 will be paid to us when said voucher is processed.

We would also like to verify that according to the standard specifications for highway construction of the Oregon State Highway Commission, our executing and returning the enclosed voucher and accepting payment therefor does not waive any claim or claims, if any, which are submitted within the ninety day period provided in the specifications.

If there will be any delay at all in the final payment, we would appreciate your contacting the undersigned as soon as possible.

Thank you for your co-operation in this matter.

Very truly yours,

CHARLES T. PARKER CONSTRUCTION CO.

Jack W. Parker

JWP:pm

Enclosure

Phone 735-7703

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

Nevada Branch

2917 Industrial Road

Las Vegas, Nevada 89102

Main Office
P.O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220

December 30, 1968

Mr. F. D. Morgan
Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Morgan:

Reference the writer's letter of July 13, 1967 regarding commencement of work day count on Oregon State Highway Contract No. 7019, South Baker Interchange - Encina Interchange Section of the Old Oregon Trail Highway.

Your letter of response dated July 26, 1967 was not answered by reason that if the project were completed ahead of schedule, time would be wasted in arguing about something which might prove to be of no consequence later.

Please be informed that per our letter of July 13, 1967 we asked only that work day count or properly, we should have stated "Calendar Day" count be delayed until such time as ample staking was provided. We did not ask that the entire project be staked.

One must realize that before work can be planned or commenced, an ample work area must be provided. Your stakeout as of July 17, 1967 was not such that this could be accomplished.

Your statement to the effect that an incomplete pipeline caused a lack of water which hindered any grading operation is without substance by reason that this was never required under the specifications - i.e., we could have delivered same with legal highway tank trucks.

The several areas easterly at the Baker Interchange which you state were staked and available to our forces were inadequate in that a sufficient continuous stretch of

the project with cuts and fills and structures staked was not provided which would allow us to perform the work in an orderly manner. For example, a staked cut area was of no value to us for movement of earth until the adjacent fill area was staked.

It appears that had we been furnished with staked cut and fill areas adjacent to each other, pipe stakeouts in these same areas in order that we could sequentially clear, compact original ground, excavate cuts as economically as good stakeout generally permits, and place drainage facilities at appropriate times that eight days time could have been saved as well as cheaper costs realized through savings in rentals during non-productivity and avoiding of a rather helter skelter operation during commencement.

Your Resident Engineer was pressed by our Field Supervision during the early stages of work to furnish stakes which would allow us to plan and proceed with the project in a manner which would be conducive to the orderly prosecution of the work. Your failure prevented us from accomplishing work irregardless of the amount of equipment on the job.

By reason of failure of the State to act promptly in carrying out its obligations and duties in setting construction stakes which prevented accomplishment of work by the contractor in a vigorous manner as has been described above, request is hereby respectfully made that the contract time be increased 8 days.

Very truly yours,

CHARLES T. PARKER CONSTRUCTION CO.

A. J. Vala
Vice President

AJV:pl

cc: CTP-Portland
J. W. Parker
L. V. Blickenstaff
Veatch, Lovett & Stiner,
Attn: Nobuo Kawasaki

ASPHALTIC PAVING
ROAD OILING
DRIVEWAYS
PARKING AREAS
ROADS

PHONE 656-9250
CRUSHED ROCK
SAND & GRAVEL

Portland Chapter

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTION
ASPHALT PAVING DIVISION
P. O. BOX 30
OREGON CITY, OREGON 97045

October 16, 1968

Oregon State Highway Department
P. O. Box 269
Baker, Oregon 97814
Attention: L. V. Blickenstaff

Re: South Baker Interchange - Encina Interchange Section
Old Oregon Trail Highway - Contract No. 7019

Dear Mr. Blickenstaff:

I received a copy of your letter of October 11, 1968, today, concerning our request to shift traffic October 4, 1968. I was greatly surprised and disappointed in some of the statements that you made in your letter. When you and I talked on the telephone October 2nd, you made it very clear that you would not allow traffic to be switched Friday morning, the 4th of October, because of weekend traffic problems, specifically your concern for the increased traffic due to the deer hunting season.

You also mentioned at that time such things as lack of guard rail, median rail, barricades, and other items. You pointed out this work would also have to be done, but that you doubted we would have it done by Friday morning, in order that the traffic could be switched Friday morning. I specifically asked you, if these were done, could we then switch traffic Friday morning, because if we could, then we would make every effort to complete these items. You replied that in no event would we be allowed to switch traffic Friday morning, because of the weekend traffic problem. I pointed out to you, then, that the question of guard rails, signs, barricades, striping, etc., was not relevant, since this was not really the issue. Yet, in your letter of October 11, you again refer to these as being one of the reasons for our not being allowed to switch traffic on Friday.

On October 2nd, I placed a second phone call to you, requesting a letter be given to our representative on the project, stating that we would not be able to work Friday. It is possible that we did receive this letter but I have not received a copy of it to date.

I hope you understand my position on this matter, as it is completely unfair for you to look back and say that these things were not done when we were specifically told ahead of time that even if they were done, we still would not be allowed to switch traffic on Friday morning. Also, your hindsite on what was accomplished

Monday is in no way relevant to what we might have accomplished, had we been given a "go ahead" to switch, conditioned upon our completion of the items referred to in your last paragraph. It is my understanding that we were charged calendar days for October 4th and 5th. We have previously sent a letter to you requesting extension of the contract time for these two days (our letter dated October 14, 1968). This letter may be considered merely a supplement to that request.

Yours truly,

CHARLES T. PARKER CONSTRUCTION CO.

By_____
Jack W. Parker

JWP:jh

cc: Jim Slifer, CHP
P.O. Box 15110
Las Vegas 89114

Copy sent L. V. Blickenstaff

October 4, 1968

Oregon State Highway Department
P. O. Box 269
Baker, Oregon 97814

O.S.H.D. No. 7019
So. Baker Interchange

Attention: Mr. L. V. Blickenstaff,
Resident Engineer

Re: Extension of Time

Dear Sir:

On Friday, September 20, 1968, this firm submitted to the Oregon Highway Department a verbal request to widen the existing crossover at Sta. 299+ an additional 15' to a 39' paved roadway so as to accommodate two way single lane traffic. The W B Line could have been completed from Sta. 300+ to Sta. 130+, A Line completed from Sta. 132+ to Sta. 82+, and single lane two way traffic carried on this area.

Removal of the plug areas could have then been initiated while the paving of the W B Line from Sta. 300+ to Sta. 455+ was being completed. Six (6) calendar days would have been gained utilizing this approach.

However, this request was turned down by the Highway Department, and, as a result, these six calendar days have been lost. As per Sections 8-6 and 8-8 of the Standard Specifications, this firm hereby respectfully requests that an additional six calendar days be allowed for completion of this project.

Very truly yours,

CHARLES T. PARKER CONSTRUCTION CO.

Original Signed by A.J. Vala

A. J. Vala
Vice President

cc: CTP-Portland
CTP-Baker

RECEIVED
MAY 14 1969
FORM E-30 (12-67)
FOR FILE
I-5(4)-71(2)-25
7019

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1969

SUBJECT: Baker-Encina Project
Contract 7019

To:

A. F. Parson
Division Engineer
P. O. Box 850
LaGrande, Oregon 97850

Attention: Alfred Shirley
Asst. Division Engineer

In reviewing the subject project test data for preparation of the Materials Certification I find a statement to the effect that the half percent low average asphalt content in the treated base is not detrimental to the structure. Since the structural thickness design is based on a definite gravel equivalency of treated aggregate at a specified asphalt content, the Materials Division is extremely interested in any valid evidence you have accumulated which would document a concept that asphalt content is not a quality factor. If your statement is true we are over-designing our projects with resultant excess cost.

From the condition surveys presently available an excessive mileage of overlays is needed. This would indicate under design rather than over design and further indicate either that the gravel equivalency presently used is too high or that the quality of the material is not as specified.

For your information the Materials Certification required by this Division certifies compliance with specifications with all exceptions listed. No justification for acceptance is required other than reference to your certification. Therefor, plucked chickens could come home to roost.

NOTED
LLOYD P. SHAW

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: M. Glenn
L. Shaw

RECEIVED
MAY 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1969

FOR FILING

I-80N-7(21)305
7019

April 9, 1969

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 7019 awarded to Charles T. Parker Construction Company for grading, paving, signing, and illumination on the South Baker Interchange-Encina Interchange Section of the Old Oregon Trail in Baker County was completed on November 8, 1968, and accepted by the Highway Commission on April 8, 1969.

Final payment in the amount of $102,997.74 will be released to the contractor after April 16, 1969. The total contract amount is $1,836,074.42 including $14,960.50 for work performed under force account.

There are no outstanding claims filed against the contract.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Charles T. Parker Construction Co.
2917 Industrial Road
Las Vegas, Nevada 89102

Jim Monaghan
% Charles T. Parker Constr. Co.
P. O. Box 871
Baker, Oregon 97814

Jewett, Barton, Leavy & Kern
Failing Building
Portland, Oregon

A. F. Parson
Frank Morgan
C. H. Maison

RECEIVED
APR 9 - 1969
FOR FILE

I-80N-7(21)305
7019

April 8, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed November 8, 1968, on Contract No. 7019. The contract was with Charles T. Parker Construction Company and was for grading, paving, signing and illumination on the South Baker Interchange-Encina Interchange Section of the Old Oregon Trail Highway in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 8, 1969, and that you concur in this procedure at the Commission meeting on April 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
A. F. Parson

srb sr

RECEIVED
MAR 18 1969

OREGON STATE HIGHWAY DEPARTMENT

I-84N 7(21)305

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7019

March 7, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7019
Prefix 601-1063
FAP I-80N-7(21)305

NOTED
F. B. KLABOE

Dear Sir:

All work under contract No. 7019, South Baker Interchange-Encina Interchange Section of the Old Oregon Trail Highway in Baker County, was completed on November 8, 1968. This is a revision of the completion date sent to your office on January 9, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 12-19-68

Conditions noted on above date:
NONE

for R. E. Simpson
Division Engineer

RECEIVED
MAR 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw
TO: Forrest Cooper
F. D. Morgan

RAN:bk

RECEIVED
FEB 1 1969
ING

OREGON STATE HIGHWAY DEPARTMENT

7019

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 17, 1969

Charles T. Parker Construction Company
P. O. Box 20188
Portland, Oregon 97220

Gentlemen:

Reference is made to my letter of January 13, 1969 regarding a violation of the Standard Specification for Highway Construction on Page 52 under the heading "7-36 Conflict of Interest" on the South Baker Interchange-Encina Interchange project, Contract No. 7019.

It has now been determined that the Charles T. Parker Construction Company made payments of $18.30 and $223.00, for a total of $241.30, to Mrs. Schroeder. It has also been determined that the subcontractor, J. C. Compton Company has made payments of $105.00 and $52.50, for a total of $157.50, to Mrs. Schroeder.

Please be advised that the amount of $398.80 will be deducted from your next estimate.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F D Morgan

F. D. Morgan
Construction Engineer

FDM:fw
bc: F. B. Klaboe
C. H. Maison
V. L. Gallagher
A. F. Parson

2-18-69 copy to Hwy Eng

RECEIVED
FEB 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1969

I-5(N)-7(11)245

To: 7019

SUBJECT: S. Baker Interchange-Encina Interchange
Charles T. Parker Construction Co.
Payments for State employee owned equipment

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Reference is made to my letter of January 13, 1969 (see copy attached) to Charles T. Parker Construction Company regarding certain payments that have been made to Mrs. Ted Schroeder as payment for the use of a tractor used on subject Contract No. 7019. The rental of this equipment was in violation of Specification 7-36 of the Standard Specifications of the Oregon State Highway Commission.

We now have what we believe is complete information of these payments made to Mrs. Schroeder, listed as follows:

1. Payment by J. C. Compton Company, P. O. Box 86, McMinnville, Oregon, 3 days rental of tractor with scraper at $35.00 per day for a total of $105.00.

2. Payment by J. C. Compton Company, P. O. Box 86, McMinnville, Oregon, 1-1/2 days rental of tractor with scraper at $35.00 per day for a total of $52.50

3. Payment by Charles T. Parker Construction Company, P. O. Box 20188, Portland, Oregon, 6 hours rental of tractor auger at $3.05 per hour for a total of $18.30.

4. Payment by Charles T. Parker Construction Company, P. O. Box 20188, Portland, Oregon, 7 days rental of tractor auger at $35.00 per day for a total of $245.00, less generator repair of $22.00, for a total of this payment of $223.00.

These four payments total $398.80. It is believed that this is the total amount paid by the Prime Contractor, Charles T. Parker Construction Company and J. C. Compton Company to Mrs. Ted Schroeder as rental for a tractor and attachments.

Approved 2-14-69

It is recommended that Charles T. Parker Construction Company be advised that the amount of $398.80 will be withheld from their final payment on subject project. This withholding is to be for violation of the Standard Specifications for Highway Construction, on Page 52 under heading "7-36 Conflict of Interest" which states that "no payment will be made to, and no renting, leasing or puchasing of equipment, supplies, or materials will be arranged or made with or through any employee, agent or officer of the Oregon State Highway Department by the contractor."

F. D. Morgan
Construction Engineer

FDM:fw
Attach.
cc C. H. Maison
A. F. Parson
Morgan
Huntley

2-17-69

RECEIVED
FEB 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 10 1969

Memorandum

FOR FILES

I-8(N-7(21) Pkg 1a3

TO :

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 3, 1969

In reply refer to: 08-35-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(21)305
South Baker Interchange-Encina Section
Old Oregon Trail Highway
Extra Work Orders Nos. 6 and 7

Reference is made to Mr. Bond's January 31, 1969 letter concerning Extra Work Orders Nos. 6 and 7.

Our September 19, 1968 tentative approval for Federal participation in the work covered by these Extra Work Orders is confirmed.

2-7-69

RECEIVED
FEB 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-80N-7(21) 305

7019

C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: South Baker Interchange - Encina Interchange		WEEK ENDING: January 31, 1969
		SECTION PREFIX: 601-1063
HIGHWAY: Old Oregon Trail		COUNTY: Baker
NAME OF JOB: S. Baker Interch.--Encina Interch. Sec.	KIND OF WORK: Grading, Paving, Signing & Illumination	
CONTRACTOR: Charles T. Parker Construction Co.	CONTRACT NUMBER: 7019	FEDERAL AID PROJECT NUMBER: I-80N-7(21) 305
DATE OF CONTRACT: June 29, 1967	DATE WORK STARTED: July 17, 1967	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 455	CALENDAR DAYS USED 483
PROJECT AUTHORIZATION: $ 2,324,255.73	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 106
EXCLUSIVE OF ENGINEERING: $ 2,158,975.33	ENGINEERING AUTHORIZATION $ 165,280.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,850,916.08	ENGINEERING COST TO DATE $ 223,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90
ESTIMATED PERCENT: OVERRUN / UNDERRUN -10 %	PERCENT OF AUTHORIZATION 135 %	DATE PROJECT WAS COMPLETED: 1-8-69 Semi-final completed 1-31-69

FINAL REPORT

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	Bit. Base OIL & BITUMINOUS XXXXXXXXX	PAVING
MILES IN PROJECT	6.89	6.58		6.58	6.58
MILES PARTIALLY COMPLETED					
MILES COMPLETED	6.89	6.58		6.58	6.58
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,837,500	265,650		24,800	63,000
TOTAL QUANTITIES CORRECTED TO DATE	1,661,415	231,322		22,263	58,341
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,661,415	231,322		22,263	58,341
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Intermittent snow all week.			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Morgan — Routing
Ducker — Swan
Bond — Glenn
Walker — Litchfield
Boehme — Gallagher
Johnsen — Stein

RECEIVED
FEB 3 1969
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Job completed. No activity on this project this week, except for office work on the semi-final estimate.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL REPORT

The job is completed. The semi-final estimate is completed. The job is overtime and requests for extra days have been submitted by the contractor. A stop work order was issued effective Nov. 9, 1968. Second notification was effective Jan. 8, 1969. The guard rail painting which could not be completed due to the weather, on EWO #8 will be completed in the spring on SFO #6.

SIGNED L. V. Blickenstaff LOCATION Baker

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Section S. Baker Interch.-Encina Interch.
Highway Old Oregon Trail
Contract No. 7019 Jan 31, 1969
F.A. Proj. No. I-80N-7(21)305

Contrac Completed _ _ _ _ _ _ _ _

Engineering Expended _ _ _ _ _ _ _

Engineering 1% Completed for every 1% Contract Completed for above with corresponding post system.

Engineering Completed for above with corresponding post system.

PER CENT

100
80
60
40
20
0

10 20 30 40 50 60 70 80 90 100

TIME

RECEIVED
FEB 26 1969
FOR FILING

I-80N-7(21)303
7019

#5

January 29, 1969

Charles T. Parker Construction Company
2917 Industrial Road
Las Vegas, Nevada 89102

Gentlemen:

The State Highway Commission at its meeting on January 28 considered your request for an extension of time amounting to 11 days on Contract No. 7019 for work on the South Baker Interchange-Encina Interchange Section of the Old Oregon Trail in Baker County.

After careful consideration, the Commission denied your request.

Very truly yours,

Floyd Unsry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Mr. Jim Monaghan
% Charles T. Parker Constr. Co.
P. O. Box 871
Baker, Oregon 97814

A. F. Parson
L. V. Blickenstaff
F. D. Morgan
C. H. Maison

FORM B-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1969

SUBJECT: Request for Time Extension
Contract No. 7019
South Baker Interchange-Encina
Interchange Section

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Charles T. Parker Construction Company has submitted the attached two additional requests for time extension on this project since two earlier requests were processed. Requests for extension on this project were before the Commission at their November 12 and December 17, 1968 meetings. Both of these were denied. These new requests are for two new reasons; 3 days requested for guardrail cleaning and painting on Extra Work Order No. 8, and 8 days for alleged delay in our staking when the project first started.

Painting of 17,200 feet of guardrail was a bid item on this project. Much of this work was subsequently deleted by Price Agreement No. 10 and a much smaller quantity of cleaning and repainting and painting only (about 1,600 feet) was actually performed. The contractor's request for time on this reason fails to take into account the substantial deletion of similar work and we cannot recommend any extension on this reason.

The alleged delay in staking was investigated in July, 1967 shortly after the contractor first protested the accrual of calendar days when the job began. It has now been reviewed again and in more detail and we again reach the conclusion that our staking did not impose any delay to the contractor.

This contract was awarded June 29, 1967. During June, considerable staking was done and by July 6 over three miles through the middle of the project, which included the heavier grading work, was staked. On July 7 the contractor's superintendent was asked where in particular they wanted to start work, but such information was not forthcoming. From July 15 through 27 the staking was concentrated on the westerly end of the project which includes the interchange area, and by July 27 about three-fourths of the project was staked, including all the interchange. Clearing work started July 17. By July 21, the contractor had assembled enough equipment to start a grading operation. We cannot confirm that any delay from a lack of staking occurred and no time extension on this reason can be recommended.

The project is now completed with 28 days of liquidated damages accrued at $300 per day amounting to $8,400. A rough draft of a letter to the Highway Commission recommending denial of the time extension is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
JAN 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7019 Contractor Charles T. Parker Construction Co.

Highway Old Oregon Trail

Section South Baker Interchange-Encina Interchange

Kind of Work Grading, Paving, Signing and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~XXXXXXXXX~~ The reasons for such recommendation are as follows:

A substantial part of the project was staked prior to the award of the contract and the remainder was promptly staked when the contractor's scheduling and choice of work areas were made known. Regarding request dated November 21, 1968, deleted contract bid work covering guardrail more than offsets time involved on extra work.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

Contract No.	7019
Project designation	I-80N-7(21)305 State-Federal
Date awarded	June 29, 1967
Work started	July 17, 1967
Per cent completed	100 1-8-69 Date
No. of ~~Workdays~~ Calendar days Allowed	455
No. of ~~Workdays~~ Calendar days Used	483
No. of Added ~~Workdays~~ Calendar days Requested	0

State Printing 27030

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 31, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 478 days to 486 days, within which to complete our Contract No. 7019, without the assessment of liquidated damages. The said contract is described as follows: Baker County, So. Baker Interchange - Encina Interchange, Old Oregon Trail.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(SEE ATTACHED)

Respectfully submitted,

CHARLES T. PARKER CONSTRUCTION CO.
Contractor

By .....
A. J. Vala, Vice-President

CONSENT OF SURETY

Date January 3, 1969

We, Glens Falls Insurance Company, A New York Corporation
Of Glens Falls, New York

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Louise Jean Pung
Attorney-in-fact
J. B. L. & K. CORPORATION

.....
Resident Agent

(SEAL)

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

Main Office
P. O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220
Phone 288-5651

Nevada Branch
2917 Industrial Road
Las Vegas, Nevada 89102
Phone 735-7703

December 31, 1968

Mr. F. D. Morgan
Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Morgan:

Reference the writer's letter of July 13, 1967 regarding commencement of work day count on Oregon State Highway Contract No. 7019, South Baker Interchange - Encina Interchange Section of the Old Oregon Trail Highway.

Your letter of response dated July 26, 1967 was not answered by reason that if the project were completed ahead of schedule, time would be wasted in arguing about something which might prove to be of no consequence later.

Please be informed that per our letter of July 13, 1967 we asked only that work day count or properly, we should have stated "Calendar Day" count be delayed until such time as ample staking was provided. We did not ask that the entire project be staked.

One must realize that before work can be planned or commenced, an ample work area must be provided. Your stakeout as of July 17, 1967 was not such that this could be accomplished.

Your statement to the effect that an incomplete pipeline caused a lack of water which hindered any grading operation is without substance by reason that this was never required under the specifications - i.e., we could have delivered same with legal highway tank trucks.

The several areas easterly at the Baker Interchange which you state were staked and available to our forces were inadequate in that a sufficient continuous stretch of

the project with cuts and fills and structures staked was not provided which would allow us to perform the work in an orderly manner. For example, a staked cut area was of no value to us for movement of earth until the adjacent fill area was staked.

It appears that had we been furnished with staked cut and fill areas adjacent to each other, pipe stakeouts in these same areas in order that we could sequentially clear, compact original ground, excavate cuts as economically as good stakeout generally permits, and place drainage facilities at appropriate times that eight days time could have been saved as well as cheaper costs realized through savings in rentals during non-productivity and avoiding of a rather helter skelter operation during commencement.

Your Resident Engineer was pressed by our Field Supervision during the early stages of work to furnish stakes which would allow us to plan and proceed with the project in a manner which would be conducive to the orderly prosecution of the work. Your failure prevented us from accomplishing work irregardless of the amount of equipment on the job.

By reason of failure of the State to act promptly in carrying out its obligations and duties in setting construction stakes which prevented accomplishment of work by the contractor in a vigorous manner as has been described above, request is hereby respectfully made that the contract time be increased 8 days.

Very truly yours,

CHARLES T. PARKER CONSTRUCTION CO.

A. J. Vala
Vice President

AJV:pl

cc: CTP-Portland
J. W. Parker
L. V. Blickenstaff
Veatch, Lovett & Stiner,
Attn: Nobuo Kawasaki

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

Main Office
P. O. Box 20188
6487 N. E. Columbia Blvd.
Portland, Oregon 97220
Phone 288-5451

Nevada Branch
2917 Industrial Road
Las Vegas, Nevada 89102
Phone 735-7703

December 10, 1968

Oregon State Highway Department
P. O. Box 269
Baker, Oregon

Attention: Mr. L. V. Blickenstaff, Resident Engineer

Re: So. Baker - Encina Interchange -
O.S.H.D. Contract No. 7019

Dear Sir:

Reference is made to your letter of November 26, 1968, regarding our fifth request for an increase in the number of workdays dated November 21, 1968.

Please be advised that we are in error as to the increased days as shown in paragraph 1, line 2, of the "Contractors Request". Line 2 should read as follows: "455 days to 478 days,. . . " We inadvertently inserted the number 471".

Please consider this letter as amending the subject "Contractors Request" to reflect the above correction.

For the record, the total number of calendar days extension we have requested is twenty-three (23).

Very truly yours,

CHARLES T. PARKER CONSTRUCTION CO.

James C. Slifer

James C. Slifer
Field Engineer

JCS:pl

cc: CTP-Portland
J.B.L. & K. Corp.

RECEIVED
DEC 12 1968
L. V. BLICKENSTAFF
RES. ENGINEER

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

Main Office
P. O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220
Phone 288-5651

Nevada Branch
2917 Industrial Road
Las Vegas, Nevada 89102
Phone 735-7703

November 21, 1968

Oregon State Highway Department
P. O. Box 269
Baker, Oregon 97814

O.S.H.D. No. 7019
So. Baker Intchg.-
Encina Intchg.
Baker, Oregon

Attention: Mr. L. V. Blickenstaff,
Resident Engineer

Re: Request for Time Extension

Dear Sir:

Reference is made to the "Weekly Statement of Calendar Day Charges" dated November 12, 1968. As per this "Statement" we note that November fourth (4th) through seventh (7th) have been charged against the contract as calendar days.

Our records show that the major portion of the work in progress on the fourth and fifth of November was extra work under Extra Work Order No. 8. We show that on each of these dates four and one half (4½) hours of the working day was used for extra work. Also, our records show that on the sixth and seventh of November the only work in progress was extra work being performed under Extra Work Order No. 8.

Subparagraph (e), Article 8-8, "Adjustment of Contract Time", General Special Provisions, provides for an adjustment in the contract time for, "Performance of extra work. . ." As per this Article 8-8 and Article 8-7, General Special Provisions, this firm respectfully

requests that a three (3) calendar day extension of the contract time be granted for completion of this contract.

Very truly yours,

CHARLES T. PARKER CONSTRUCTION CO.

A. J. Vala
Vice President

AJV:JCS:pl

cc: CTP-Portland

RECEIVED
JAN 28 1969
FOR FILE

I-80N-7(24)245
7019

January 23, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 5
January 28, 1969 meeting

Gentlemen:

Charles T. Parker Construction Company, contractor on the South Baker Interchange-Encina Interchange Section of the Old Oregon Trail Highway in Baker County, Contract No. 7019, has made additional requests for an increase in the contract time amounting to 11 days. Two earlier requests based on different reasons were declined at your November 12 and December 17 meetings.

In these latest requests, the contractor offers as his reasons for extension the performance of force account extra work late in the project and alleged delay from lack of staking early in the project.

The force account work to which the contractor refers was for painting guardrail. The contract included a bid item for a substantial amount of guardrail painting, a majority of which was deleted in accordance with current policy. Only a comparatively small quantity of cleaning and painting of salvaged rail was actually performed on the extra work basis. We believe the deleted work more than offsets the time involved on the work which was actually performed so we cannot recommend extension on this reason.

The progress of the staking for the construction has been thoroughly analyzed. A substantial part of the project was staked even at the time the contract was awarded and remaining parts were staked promptly when the contractor's scheduling and choice of work areas were known. We find no delay attributable to this reason and do not recommend extension.

The project is now completed with 28 days of liquidated damages accrued at the rate of $300 per day amounting to $8,400. It is recommended that the contractor's request be denied.

This matter will be on the agenda for your consideration at the January 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure
JAB:fw lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
A. F. Parson

RECEIVED
FOR FILING

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS
P. O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220

January 14, 1969

I-82(4)-7(21)
7019

REFERRED TO
Morgan
BY DEPUTY STATE HIGHWAY ENGINEER
FF Mason
Kleebet
1-16-69

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

Reference is made to our Contract #7019, South Baker Interchange-Encina Interchange.

Our firm made two payments to N. P. Schroeder for Tractor-Auger rental, as shown below:

Payment #1, dated August 31, 1968

7 days @ $35.00 per day	$245.00	
Less Generator Repair	22.00	
Net Check		$223.00

Payment #2, dated November 26, 1968

6 Hrs. @ $3.05 per Hr.	$ 18.30

I have enclosed copies of these two checks for your records.

I hope this letter will give you the information you requested.

Yours truly,

CHARLES T. PARKER CONSTRUCTION CO.

By Victor R. Woolcutt
Victor R. Woolcutt

VRW:dab

Encl.

cc: Las Vegas Office.

RECEIVED
JAN 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

CHARLES T. PARKER CONSTRUCTION CO.
P. O. BOX 20103 • 6457 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97220

51941

24-4
1230

DATE [redacted] 19[redacted]

AMOUNT _____ DOLLARS

PAY TO THE ORDER OF

[redacted]

CHARLES T. PARKER CONSTRUCTION CO.

NON-NEGOTIABLE

General Account

PORTLAND MAIN OFFICE
FIRST NATIONAL BANK OF OREGON

⑆1230⑆0004⑈ 0 00282 8⑈

DETACH STATEMENT BEFORE DEPOSITING

DATE	DESCRIPTION	GROSS AMT.	DEDUCTIONS	NET AMT.

DEC 12 [redacted]

CHARLES T. PARKER CONSTRUCTION CO.

51941

CHARLES T. PARKER CONSTRUCTION CO.
P. O. BOX 20168 • 6455 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97220

50025

24-4
1230

DATE [redacted] 19[redacted]

AMOUNT [redacted] DOLLARS

PAY TO THE ORDER OF

• [redacted]

CHARLES T. PARKER CONSTRUCTION CO.

NON-NEGOTIABLE

General Account

PORTLAND MAIN OFFICE
FIRST NATIONAL BANK OF OREGON

⑈1230⑈0004⑈ 0 00282 8⑈

DETACH STATEMENT BEFORE DEPOSITING

DATE	DESCRIPTION	GROSS AMT.	DEDUCTIONS	NET AMT.
[redacted]	[redacted]	[redacted]		
	[redacted]	[redacted]		[redacted]

50025

CHARLES T. PARKER CONSTRUCTION CO.

RECEIVED
[illegible]969
[illegible]NG

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-[illegible]-7(21)[illegible]
7019

January 9, 1969

Mr. R. H. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract No. 7019
Prefix 601-1063
FAP I-80N-7 (21) 305

Dear Sir:

All work under Contract No. 7019, S. Baker Interchange-Encina Interchange Section of the Old Oregon Trail Highway in Baker County, was completed on January 8, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: F. D. Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date December 19, 1968

Conditions noted on above date:

NONE

for Mr. R. H. Simpson
Division Engineer

VG:ss
to: Forrest Cooper
F. D. Morgan

RECEIVED
FEB 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1969

F

C

3-e
12-17-68

I-80N-7(21)315

7019

4

December 17, 1968

Charles T. Parker Construction Company
2917 Industrial Road
Las Vegas, Nevada 89102

Gentlemen:

The State Highway Commission at its meeting on December 17 considered your request for an increase of 20 calendar days on Contract No. 7019 on the Old Oregon Trail in Baker County.

After careful consideration, the Commission denied your request.

Very truly yours,

Floyd [illegible], Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Mr. Jim Monaghan
% Charles T. Parker Constr. Co.
P. O. Box 871
Baker, Oregon 97814

A. F. Parson
L. V. Blickenstaff
D. J. Barboe
F. D. Morgan
C. H. Maison
Bureau of Public Roads

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

Main Office
P. O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220
Phone 288-5651

Nevada Branch
2917 Industrial Road
Las Vegas, Nevada 89102
Phone 735-7703

November 12,1968

Oregon State Highway Department
P.O. Box 269
Baker, Oregon 97814

Attention: Mr. L.V. Blickenstaff, Resident Engineer

Re: Time Extension - Contract No.7019

Dear Sir:

Inasmuch as the roadway on the above referenced contract was completed and traffic placed thereon October 25,1968, this firm feels that October 27th thru 31st and November 1st and 2nd should not be charged as calendar days as shown on the statement of Calendar Day Charges of November 6,1968.

Article 8-7, General Special Provisions, states in part, "Inasmuch as any delay in the prosecution of the work will inconvenience and be expensive to the traveling public, obstruct traffic, interfere with and delay business and commerce.....it is essential that the work be pressed vigorously to completion."

The only items of work remaining to be completed after October 25th were the guard-rail extensions on the existing EB line, from Sta. 190± to Sta. 450±, and some minor fence modification. Traffic has been freely moving on the new freeway with no restrictions or obstructions created by the continuing installation of the guard rail extensions or the fence modifications.

This firm feels that we have vigorously prosecuted the work, and that we have complied with the spirit and intent of paragraph one, Article 8-7, General Special Provisions. On this basis we respectfully request that the aforementioned seven (7) days not be charged

Phone 735-7703

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

Nevada Branch
2917 Industrial Road
Las Vegas, Nevada
89102

Main Office
P.O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220

as calendar days or that a corresponding seven (7) day extension of contract time be granted.

Very truly yours,

CHARLES T. PARKER CONTRUCTION CO.

A.J.VALA
Vice President

AJV:rd

cc: CTP-Baker
CTP-Portland

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

Main Office
P. O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220
Phone 285-5451

Nevada Branch
2917 Industrial Road
Las Vegas, Nevada 89102
Phone 735-7703

November 5, 1968

Oregon State Highway Department
P. O. Box 269
Baker, Oregon 97814

Attention: Mr. L. V. Blickenstaff, Resident Engineer

Re: Time Extension - Contract No. 7019

Dear Sir:

Inasmuch as the roadway on the above referenced contract was completed and traffic placed thereon October 25, 1968, this firm feels that October 25th and October 26th should not be charged as calendar days as shown on the Statement of Calendar Day Charges of October 28, 1968.

The only items of work remaining to be completed after October 25th were the guard rail extensions on the existing EB line, from Sta. 190+ to Sta. 450+ and some minor fence modification. Traffic has been freely moving on the new freeway with no restrictions or obstructions created by the continuing installation of the guard rail extensions or the fence work.

This firm feels that we have complied with the spirit of paragraph one, Section 8-7, General Special Provisions, and respectfully request a two (2) day extension of contract time be granted for completion of the work.

Very truly yours,

CHARLES T. PARKER CONSTRUCTION CO.

A. J. Vala
Vice President

AJV:JCS:pl

cc: CTP-Portland
CTP-~~Wells~~ Baker

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

Main Office
P. O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220
Phone 288-5651

Nevada Branch
2917 Industrial Road
Las Vegas, Nevada 89102
Phone 735-7703

October 22, 1968

Oregon State Highway Department
P. O. Box 269
Baker, Oregon 97814

Contract #7019
So. Baker Interchange
Encina Interchange

Attn: Mr. L. V. Blickenstaff, Resident Engineer

Re: Extention of Contract Time

Dear Sir:

This firm had verbally requested the permission of the Engineer to switch traffic on October 4, 1968. This would have allowed us to begin removal of the plug areas on that date. This request was denied by the Engineer on the basis that (1) it is not the policy of the Oregon Highway Department to switch traffic on a Friday, and (2) that a traffic flow much above normal was anticipated due to the opening of deer hunting season.

We can find nothing in the Standard Specifications supporting either of the above reasons for not allowing the traffic switch to take place. This firm was charged calendar days for October 4th, 5th, and 6th. A two (2) calendar day extention was requested in our letter of October 14, 1968.

As per Sections 8-6 and 8-8 of the Standard Specifications, this firm hereby respectfully requests that an additional one (1) calendar day extention of the contract time be granted for the calendar day of October 6, 1968.

Including this request and all previous requests, the total calendar days now requested for completion of the contract is eleven (11).

Very truly yours,

CHARLES T. PARKER CONSTRUCTION CO.

By J. S. Gardner

JCS:jo

cc: CTP - Portland
CTP - Baker

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

Main Office
P. O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220
Phone 288-5651

Nevada Branch
2917 Industrial Road
Las Vegas, Nevada 89102
Phone 735-7703

October 14, 1968

Oregon State Highway Department
P. O. Box 269
Baker, Oregon 97814

Attention: Mr. L. V. Bickenstaff, Resident Engineer

Re: Extention of Contract Time

Dear Sir:

This firm had verbally requested the permission of the Engineer to switch traffic on October 4, 1968. This would have allowed us to begin removing the plug areas on that date. The request was denied by the Engineer on the basis that (1) it is not the policy of the Oregon Highway Department to switch traffic on a Friday and (2) that a traffic flow much above normal was anticipated due to the opening of deer hunting season.

We can find nothing in the Standard Specifications supporting either of the above reasons for not allowing the traffic switch to proceed. This firm was charged calendar days for October 4th and 5th. As per Sections 8-6 and 8-8 of the Standard Specifications, this firm respectfully requests that a two (2) calendar day extention of contract time be granted for completion of this project.

Very truly yours,

CHARLES T. PARKER CONSTRUCTION CO.

_____

JCS:jo

cc: CTP-Baker
CTP-Portland

October 4, 1968

Oregon State Highway Department
P. O. Box 269
Baker, Oregon 97814

O.S.H.D. No. 7019
So. Baker Interchange

Attention: Mr. L. V. Blickenstaff,
Resident Engineer

Re: Extension of Time

Dear Sir:

On Friday, September 20, 1968, this firm submitted to the Oregon Highway Department a verbal request to widen the existing crossover at Sta. 299+ an additional 15' to a 39' paved roadway so as to accommodate two way single lane traffic. The W B Line could have been completed from Sta. 300+ to Sta. 130+, A Line completed from Sta. 132+ to Sta. 82+, and single lane two way traffic carried on this area.

Removal of the plug areas could have then been initiated while the paving of the W B Line from Sta. 300+ to Sta. 455+ was being completed. Six (6) calendar days would have been gained utilizing this approach.

However, this request was turned down by the Highway Department, and, as a result, these six calendar days have been lost. As per Sections 8-6 and 8-8 of the Standard Specifications, this firm hereby respectfully requests that an additional six calendar days be allowed for completion of this project.

Very truly yours,

CHARLES T. PARKER CONSTRUCTION CO.

Original Signed by A.J. Vala

A. J. Vala
Vice President

cc: CTP-Portland
CTP-Baker

file:

October 4, 1968

Oregon State Highway Department
P. O. Box 269
Baker, Oregon 97814

Contract No. 7019
So. Baker Interch.

Attention: Mr. L. V. Blickenstaff, Resident Engineer

Re: Working Day Statement, 9/24/68

Dear Sir:

On Friday, September 20, 1968, asphalt paving operations on the above-referenced project were suspended at approximately 9:00 a.m. The temperature was 39° F and holding steady. Also, on Saturday, September 21, 1968, the asphalt paving operations were unable to proceed due to rain.

This firm was willing and ready to work on the aforementioned dates. However, circumstances beyond our control necessitated a temporary suspension of the work. This firm, as per Sections 8-6 and 8-8 of the Standard Specifications, hereby respectfully requests that an additional two (2) calendar days be allowed for completion of this contract.

Very truly yours,

CHARLES T. PARKER CONSTRUCTION CO.

Original Signed by A.J. Vala

A. J. Vala
Vice President

JCS:pl

cc: CTP-Baker
CTP-Portland
Copy sent to Jack Parker

RECEIVED
DEC 12 1968
FOR FILING

I-80N-7(21)305

7019

December 12, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 4
December 17, 1968 meeting

Gentlemen:

Charles T. Parker Construction Company, contractor on the South Baker Interchange-Encina Interchange Section of the Old Oregon Trail Highway in Baker County, Contract No. 7019, has requested an increase of 20 calendar days. An earlier request was denied by the Highway Commission at its November 12, 1968 meeting.

A part of the contractor's present request is based on the same reasons covered in his earlier request; that is, a requested change in the traffic pattern and adverse weather. The contractor has not provided any additional justification for an extension based on these two reasons and we cannot recommend them.

The one new reason which the contractor has presented concerns the fact that only a minor amount of work remains to be done and the project has been opened to traffic. This reason is not valid under the terms of the contract specifications and we cannot recommend an extension.

I recommend that the contractor's request be denied. Twenty-eight days liquidated damages on this contract have accrued at the rate of $300 per day. The contract is under a step work order at the present time. Remaining work is estimated to require only one more calendar day.

This matter will be on the agenda for your consideration at the December 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc: Floyd Query
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
A. F. Parson

DES:fw lms

Attachment

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1968

SUBJECT: E xtension of Time
South Baker Interchange-
Encina Interchange
Old Oregon Trail Highway
Contract No. 7019

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

We have received from Charles T. Parker Construction Company the attached request for an increase of 20 calendar days. This is the second request we have received from the contractor for a time extension. The first request was denied by the Highway Commission at its November 12, 1968 meeting.

The contractor's present request is based on the fact that remaining contract work has been minor and the project has been open to traffic during this period, plus the reasons in the contractor's earlier request which involved a late change in traffic pattern and adverse weather. While it is true that the project has been open to traffic and that the only remaining work is guard rail extensions and fencing work, this work involves regular contract items and there is no basis for a time extension under the contract specifications. The change in traffic pattern and the adverse weather were denied as noted above. The contractor has not supplied any additional reasons and we can find no cause for extension.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for denial are justified. Liquidated damages on this contract accrue at the rate of $300 per day. The contractor was issued a stop work order on November 9, 1968 when the only work remaining was some painting of guard rail by extra work. This work is estimated to require 1 calendar day but will have to be delayed until suitable painting weather is available. As of the date of the stop work order, the contractor had been charged 28 calendar days in excess of those allowed. Counting 1 additional day for the painting work remaining, it is anticipated that the contractor will be assessed $8,700 in liquidated damages.

A rough draft of a letter to the Highway Commission is attached.

RECEIVED
DEC 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

DES:fw
Attach.
cc V. L. Gallagher

RECEIVED
DEC 4 - 1968
FOR FILING

I-80N-7(21)365
7017

November 13, 1968

Charles T. Parker Construction Company
2917 Industrial Road
Las Vegas, Nevada 89102

Gentlemen:

The State Highway Commission at its meeting on November 12 considered your request for an extension of time on Contract No. 7019 on the South Baker Interchange-Encina Interchange Section of the Old Oregon Trail in Baker County.

After careful consideration, the Commission denied your request for an 11-calendar day extension.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Charles T. Parker Construction Co.
% Jim Monaghan
P. O. Box 871
Baker, Oregon 97814

A. F. Parsons
L. V. Klickenstaff
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. H. Maison
Bureau of Public Roads

RECEIVED
NOV 7 - 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-80N-7(21)306
7219

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: November 4, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth on the South Baker Encina Interchange
I-80N-7(21)306 on Labor Compliance

Klabor

Enclosed is a copy of an Inspection-in-Depth covering the handling of Labor Compliance on the above-mentioned project.

The items in the findings have been resolved for this project and it is recommended that each field office be advised of the correct procedures in handling now complying payrolls.

This office is checking on the availability of Labor Compliance manuals and will advise if they can be furnished.

A followup inspection is not considered as necessary as the findings have been corrected in the field.

11-7-68

REFERRED TO
[illegible] Hwy. Engr.

NOTED
R. L. PORTER

NOTED
F. R. KING

RECEIVED
NOV 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

(REV. 3-68) cc:OSHD (Ribon) Region (3 cys)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEWIDE INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

File 439 Wash DC thru Region Admin Mgr

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
2	Oregon	Baker	REPO I-80N-7(21)316

DATE OF INSPECTION	PROJECTS INSPECTED	
10-2-68	#22 Labor Compliance	COMPANY WITH 35-68-EID(22)22

INSPECTION MADE BY

P V Riedl, Area Engr
J R Schultz, Asst Coordinator

COMPANY WITH

L V Blickenstaff, Res Engr, OSHD
A Shirley, Asst Div Engr, OSHD
M S Coulter, Asst Div Engr, OSHD
K Reese, Office Engr, OSHD
John Walker, Asst Const Engr, OSHD
R A Nichols, Area Engr, FHWA

REPORT PREPARED BY

P. V. Riedl, Area Engineer

PAY ITEM AMOUNT $

CONTRACTOR (Name and address)

Charles T. Parker Construction Co.
6457 NE. Columbia Blvd., PO Box 20188
Portland, Oregon 97220

TIME ELAPSED %

PROJECT AMOUNT $2,045,505.10

WORK COMPLETED 99 %

QUALITY OF WORK Unsatisfactory

LOCATION

I-80N from 500' southeast of Baker city limits southeasterly 6.89 miles.

91 Satisfactory

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

SOUTH BAKER INTERCHANGE - KINZUA INTERCHANGE
OLD OREGON TRAIL HIGHWAY
Illumination

This inspection-in-depth is the second in a series in which we are covering the State's procedures in carrying out the contract labor compliance requirements. This inspection covered the examination of the contract and the field office procedures in handling the requirements set forth in the regulations for assuring compliance with the Labor Laws.

SUMMARY OF FINDINGS

The overall procedures as set forth and the handling of the requirements by the field office are considered to be satisfactory.

Two items which were not being handled in accordance with required procedures were reviewed. The resident engineer was returning some of the payrolls submitted to his office back to the contractor for corrections. Section 512 of the Labor Compliance Manual states that the original payroll should not be returned but should be called to the attention of the contractor and supplemental payrolls prepared and submitted in the same manner as the original payrolls. It was also found that the resident engineer has not been furnished a Labor Compliance Manual and, therefore, does not have a reference to the requirements.

The resident engineer interviews the contractor's employees concerning the minimum wage rate provisions twice a year; however, this does not always assure that all classifications are covered. There is always a chance that a certain classification of workers could be finished or not started work as yet. Item 4.10.15, Employee Interview Report of the Oregon State Highway Department Manual of Instructions, covers the requirements of the employee interview report.

RECOMMENDATIONS

The resident engineer was advised that the payrolls furnished by the contractor should not be returned to the contractor for corrections but he should advise him of the discrepancies and request an amended payroll.

A letter to all resident engineers will be furnished by the headquarter office concerning this matter of amended payrolls. Also, it was planned to check on the furnishing of a labor compliance manual to each resident engineer along with the furnishing of a copy to each Division office which is the policy at the present time.

The resident engineer was also advised to hold the amount of interviews as necessary to cover each classification of work existing on a project. The headquarter office plans to also cover this point in a letter to all resident engineers in the State.

APPENDIX:

Approved guidelines have been prepared and followed in this inspection. These guidelines, notes and other papers are on file in the Division office.

This resident engineer's procedure using a two-way memo to the contractor concerning minor errors on payrolls appears to be a very good method of correcting these problems. This procedure could be adopted by all the field offices involved in construction projects.

RECEIVED
NOV 6 - 1968
FOR FILING

I-201-7(2)

1014

November 4, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 3
November 12, 1968 meeting

Gentlemen:

Charles T. Parker Construction Company, contractor on the South Baker Interchange-Encina Interchange Section of the Old Oregon Trail Highway in Baker County, Contract No. 7013, requests an 11-calendar day extension. The contractor's request is based on weather, delays to paving, and the refusal of the State to allow changes in temporary traffic patterns requested by the contractor.

The contractor requested an extension of two calendar days when his paving operations were delayed by low temperatures and rain. During these two days, the contractor had other work in progress and relatively short interference from weather is not a valid reason for time extension.

The changes in the temporary traffic routing which the contractor wanted to institute were investigated and given thorough consideration but were denied out of concern for safety to the traveling public. The circumstances do not warrant a time extension.

I recommend that the contractor's request be denied. Liquidated damages on this contract have accrued at the rate of $300 per day since October 11. The estimated date of completion is November 8, 1968, which would result in $2400 damages.

This matter will be on the agenda for your consideration at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

JAB:DES:fw fn

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1968

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Request for Time Extension
South Baker Interchange-Encina
Interchange Section
Old Oregon Trail Highway
Contract No. 7019

Charles T. Parker Construction Company, contractor on the subject project, has requested an 11-calendar day time extension. The contractor cites three reasons: 2 days for interruption of A. C. paving by low temperature and rain on September 20 and 21; 6 days for not being permitted to make a change in the temporary traffic routing plan in September; and 3 days for an alleged delay imposed by the State on switching traffic to a temporary stage over the weekend of October 4, 5 and 6.

The 455 calendar days allowed on this project expired on October 11. The latest estimated completion date is today (October 31) which, if correct, will accumulate 20 days liquidated damages at $300 or a total of $6,000. This has just changed to Nov. 8 and $8400.

The two occasions cited by the contractor involving a requested 9 days total for alleged delays in shifting traffic are closely related. The contractor's request for widening a temporary detour for two-way traffic was made while paving was under way and would have been a major change from the traffic pattern which had been agreed upon by all concerned well in advance. The contractor contends that if we had allowed this he could have saved 6 days by having grading and paving progress concurrently rather than in sequence as it was actually performed under the prior approved plan. The Resident Engineer apparently gave thorough consideration to the request and declined it mainly out of concern for safety of the public traffic.

The other 3 days requested under this reason are related to the next shift in traffic. The contractor wanted to do this on a Friday before the opening of deer season but was really not ready to do so. All the required signing, barricades and traffic protective measures were not in place. The barricade lighting involved was not completed until the following Monday when the shift did take place. We believe the Resident Engineer was well within his authority in accordance with Sections 5-1 and 4-3 of the specifications in insisting on the plan and timing that he did. Rather than any failure on the part of the State in carrying out its duties, we believe the opposite is true.

Inclement weather in itself is not a reason for time extension under the specifications. It may be a reason for a stop work order, particularly under more recent administrative interpretations, but we are taking the view that ordered stop work periods because of unsuitable weather conditions should be for longer intervals or of a seasonal nature, and not of just one or two days duration. To do otherwise would reduce the contract time compilation to the old workday count. On the 2 days in question here, the contractor had other work in progress anyway. We therefore recommend against granting any time extension at this time.

A rough draft of a letter to the Highway Commission accordingly is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:fw
Attach.
cc L. H. Young

RECEIVED
NOV 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form 2-226-67

G 1-P

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED
NOV 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-7(21)305
7019

Contingent upon project agreement [illegible] funds are required.
Date OCT 30 1968 By [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name South Baker Interchange-Encina Interchange Date October 31, 1968

Highway Old Oregon Trail Contract No. 7019

County Baker Prefix 601-1063

Contractor Charles T. Parker Construction Co. F. A. Project No. I-80N-7(21)305

Address 2917 Industrial Road, Las Vegas, Nevada 89102 Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove protective sacking from guard rail posts. Clean and re-paint approximately 1,700 Lin. Ft. of old guard rail. Paint approximately 1,500 Lin. Ft. of new guard rail used to extend old existing guard rail runs.

Location by station numbers:

Throughout the project.

Percentages to be allowed the contractor are in accordance with the executed contract for this project.

This Extra Work Order, together with Price Agreement #10, cancels Bid Item #54 and results in a reduction of approximately $882 in the cost of the project.

Estimate of quantities and cost:

Labor, materials, Equipment Rental and Allowance $750.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Bid Item #54 "Extra for Painting Rails" is cancelled.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,324,255.73	
Present estimate of project cost, including $ 750.00 for work under this order	$2,200,000.00	
Expected under-run amount	$ 124,255.73	
Expected under-run per cent	5.3	

Submitted by: /s/ L. V. Blickenstaff
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer

Approval Recommended: /s/ H. S. Coulter
Ass't. Division Engineer

Approved: /s/ F. D. Morgan 11-19-68

RECEIVED
OCT 31 1968

I-80N-7(21)305
7019

October 30, 1968

Western Equipment Company
Box 400
La Grande, Oregon 97850

Gentlemen:

Thank you for your letter of October 29 advising us that your claim against Charles T. Parker Construction Company has been paid in the amount of $9,478.83.

You state this is in reference to the Charles T. Parker Construction Company Contract No. 7019 for grading, paving, signing, and illumination on S. Baker Interchange-Encina Interchange Section of the Old Oregon Trail in Baker County.

This information is being noted in our records and we will advise all interested parties of the receipt of your letter.

Very truly yours,

NOTED ON CARD
10-30-68, CR

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Charles T. Parker Construction Company
Las Vegas, Nevada and Baker, Oregon
Glens Falls Insurance Company
Jewett, Barton, Leavy and Kern
Commissioners

CWH:cr

YOUR CAT® DEALER

Cat, Caterpillar and Traxcavator are registered trademarks of Caterpillar Tractor Co.

WESTERN EQUIPMENT COMPANY

GENERAL OFFICES:
4009 Fairview Ave.
Mailing Address Box 7487
Boise, Idaho 83707
Phone 343-5401
Area Code 208

2405 Hwy. 30 W.
Mailing Address Box 4640
Pocatello, Idaho 83201
Phone 232-2640
Area Code 208

1805 Adams Ave.
Mailing Address Box 400
LaGrande, Oregon 97850
Phone 963-3101
Area Code 503

323 Canyon City Blvd.
Mailing Address Box 377
John Day, Oregon 97845
Phone 575-1301
Area Code 503

La Grande, Oregon
October 29, 1968

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Re: Charles T. Parker Construction Co.
Contract No. 7019

Dear Mr. Query:

We are pleased to advise we have received payment in full of the amounts set forth in our claim dated August 26, 1968 against Charles T. Parker Construction Co. Contract No. 7019. Through mutual consent, accrued service charges on the past due balances have been cancelled and payment received, in the amount of $9,478.83, covers the amount set forth in our statement dated September 25, 1968, less credits issued during the month of October.

Yours very truly,

WESTERN EQUIPMENT COMPANY

Jean E. Walker

Jean E. Walker (Mrs.)
Credit Department

JEW/llw

cc:

Veatch, Lovett & Stiner
1015 Oregon National Building
610 S. W. Alder Street
Portland, Oregon 97205

Glens Falls Insurance Co.
c/o Jewett, Barton, Leavy & Kern, Agents
618 S. W. 5th Avenue
Portland, Oregon 97204

Mr. V. B. Woolcutt
Charles T. Parker Construction Co.
P.O. Box 20188
Portland, Oregon 97220

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
OCT 30 1968
OREGON
STATE HIGHWAY COMMISSION

PHONE 288-5651

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

P. O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220

October 22, 1968

Mr. Nobuo Kawasaki
VEATCH, LOVETT & STINER
1015 Oregon National Building
610 S.W. Alder Street
Portland, Oregon 97205

Dear Noby:

We have resolved our differences with Western Eq ipment Company of La Grande, Oregon, and enclose our checks in the total amount of $9,478.83 as payment in full of their account with us to September 25, 1968.

Will you kindly forward these checks to them and secure the proper releases of their claim against our bond on Oregon State Highway Department Contract #7019 -- South Baker Interchange-Encina Interchange, Old Oregon Trail Highway, Baker County, Oregon.

It will be appreciated if this matter can be taken care of at once.

Yours very truly,

CHARLES T. PARKER CONSTRUCTION CO.

By V. B. Woolcutt
V. B. Woolcutt

VBW:dab

Encl.

cc: Glens Falls Insurance Co.
P.O. Box 14040, Portland, Ore.

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Jewett, Barton, Leavy & Kern
Top Floor, Morgan Building, Portland, Ore.

Western Equipment Company
P.O. Box 400
La Grande, Oregon 97850

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

RECEIVED
OCT 23 1968
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES

VEATCH, LOVETT & STINER

1015 OREGON NATIONAL BUILDING

PORTLAND, OREGON 97205

JOHN C. VEATCH
JOHN C. VEATCH, II
CHARLES M. LOVETT
ALONZO P. STINER
NOBUO KAWASAKI
LOUIS J. FASANO

TELEPHONE
222-1331

October 22, 1968

Western Equipment Company
P.O. Box 400
La Grande, Oregon 97850

Re: Charles T. Parker Construction Co. - Contract No. 7019

Gentlemen:

Enclosed please find three checks made payable to Western Equipment Company from the Charles T. Parker Construction Co. in a total amount of $9,478.83. These checks are tendered to you in full payment of any and all claims you may have against the Charles T. Parker Construction Co. or its Bonding Company under the above captioned contract.

Upon the receipt of these checks, would you please inform the Oregon State Highway Commission that your claim against the Charles T. Parker Construction Co. under Contract No. 7019 has been paid in full.

Would you please acknowledge receipt of the enclosed checks on the copy of this letter enclosed for such purpose and return it to our office in the self-addressed, stamped envelope provided for your use.

Very truly yours,

VEATCH, LOVETT & STINER

Nobuo Kawasaki.

NK/pf

cc: Glens Falls Insurance Co.
Mr. Floyd Query, Secretary
Oregon State Highway Comm.
Jewett, Barton, Leavy & Kern
Charles T. Parker Construction Co.
Attn: Mr. Vic Woolcutt

NOTED
FLOYD QUERY

RECEIVED
OCT 23 1968
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
OCT 28 1968
FOR FILING

I-8CN-7(21)
7614

CON LAG 201 10-25-68 316 P

MORGAN

SOUTH BAKER INTERCHANGE-ENCINA OPEN TO FOUR LANE TRAFFIC AT 1 PM THIS DATE.

SHIRLEY
DJ
17
88.

RECEIVED
OCT 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form E 23-65

RECEIVED
OCT 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-7(21)305
7019

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon project agreement. If conditions are not reached by OCT 8 1968
Date _____ 1968 By _____
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name South Baker Interchange-Encina Interchange Date October 10, 1968

Highway Old Oregon Trail Contract No. 7019

County Baker Prefix 601-1063

Contractor Charles T. Parker Construction Co. F. A. Project No. I-80N-7(21)305

Address 2917 Industrial Rd., Las Vegas, Nevada 89102 Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install lighting system to illuminate Type II barricades in the interchange area. Power to be furnished by California-Pacific Utilities Co.

NOTED
F. B. KLABOE

Location by station numbers:

A-104 - 110
WB 128 - 135

Estimate of quantities and cost:

Labor	$1,000.00
Materials	3,500.00
Equipment Rental	500.00
Allowances	800.00
TOTAL	$5,800.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work had prior approval and has been started. No provisions are made in the contract for this work. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,324,255.73
Present estimate of project cost, including $5,800. for work under this order	$2,203,285.00
Expected under-run amount	$ 120,970.73
Expected under-run per cent	5.2

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter

Approved: /s/ [illegible]

RECEIVED
OCT 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-7(21)305
7019

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement. Additional funds are required.
Date OCT 3 1968 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name South Baker Interchange-Encina Interchange Date September 26, 1968

Highway Old Oregon Trail Contract No. 7019

County Baker Prefix 601-1063

Contractor Charles T. Parker Construction Co. F. A. Project No. I-80N-7(21)305

Address 2917 Industrial Rd., Las Vegas, Nevada 89102 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish, install and maintain light plants and wiring to illuminate Type II barricades at temporary detours.

NOTED
F. B. KLABOE

Location by station numbers:

295 to 305
465 to 475

Estimate of quantities and cost:

Labor	$1,300.00
Materials	100.00
Equip. Rental	1,400.00
Allowance	485.00
TOTAL	$3,285.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No provisions are made in the contract for this work. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,324,255.73
Present estimate of project cost, including $3,285.00 for work under this order	$2,203,285.00
Expected under-run amount	$ 120,970.73
Expected under-run per cent	5.2

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr.

Approved: /s/ L. H. Young 10-21-68

RECEIVED
SEP 26 1968

GENERAL INSURANCE COMPANY OF AMERICA
Home Office: 4347 Brooklyn Ave. Seattle, Washington 98105

SAFECO INSURANCE

FOR FILING:

I-80N-7(2)305

ACCOUNTS RECEIVABLE

TO:

7019 State of Oregon
Highway Department
Salem, Oregon

Date: September 23, 1968

Re: Charles T. Parker Construction Co.

The individual or company named above has submitted a financial statement to us as part of an application for bonding credit, and has expressly authorized any person, firm or corporation to furnish us with any information requested concerning any transaction. We would appreciate your completing this form and returning it to us in the enclosed envelope. Any information which you may give us will be held in strict confidence, and we understand that any opinion expressed by you is opinion only and given as such without prejudice or responsibility on your part or that of your officers.

Contract No. 7019
Baker Co.
So. Baker Interchange

Dorothy McDonald
Dorothy McDonald ags — Surety Department

Applicant states that on Feb. 29, 1968 (Date of Statement) you owed him for:

completed contracts	$ 84,963.
current progress billings on uncompleted contracts Period 8-5-9-5-68	$ 123,703.15
withheld retention	$ 102,275.26
all others	$
Total	$ 84,963.

Is this approximately correct? Yes ✓ No ____ If not, how much did you owe him? $ ____

How much do you owe applicant at present time? $123,703.15 How long have you known applicant? ____

Please state approximately amount of work, if any, performed for you. $1,279,327.01 Plus Retainage

Was all work performed satisfactorily and promptly? ____ Did applicant pay all bills promptly? ____

Have any claims or liens been filed? ____ If so, when? ____

Do you know of any pending claims or suits? ____

Do you know of any unfavorable circumstances concerning this applicant? ____

Remarks, including your opinion of applicant's character, ability and financial responsibility. ____

____
Firm Name

Date ____ By ____
Title

S-574 R5 6/67 PRINTED IN U.S.A.

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FORM F-22
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

FILED
SEP 6 1968
CLAY MYERS
SECRETARY OF STATE
File No.
4396

RECEIVED
SEP 6 9 44 AM '68
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 5, 1968

RECEIVED
SEP 9 1968
OREGON
STATE HIGHWAY COMMISSION

Western Equipment Company
Box 400
LaGrande, Oregon 97850

NOTED ON CARD
wlw

Gentlemen:

This is to acknowledge receipt of your letter of August 26 and attached copy of your claim letter addressed to Glens Falls Insurance Company. Your letter states that Charles T. Parker Construction Company owes you for labor and supplies in the amount of $8,800.82 plus interest.

This appears to be in connection with the Charles T. Parker Construction Company Contract No. 7019 for grading, paving, signing and illumination on the South Baker Interchange-Encina Interchange Section of the Old Oregon Trail in Baker County.

The Glens Falls Insurance Company through Jewett, Barton, Leavy and Kern, Failing Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CC Glens Falls Insurance Company
Jewett, Barton, Leavy and Kern
Charles T. Parker Construction Co., Las Vegas
Charles T. Parker Construction Co., Baker, Oregon

bc Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

NOTED
C. W. HEAD

YOUR CAT® DEALER

Cat, Caterpillar and Traxcavator are registered trademarks of Caterpillar Tractor Co.

WESTERN EQUIPMENT COMPANY

GENERAL OFFICES:
4009 Fairview Ave.
Mailing Address Box 7487
Boise, Idaho 83707
Phone 343-5401
Area Code 208

2405 Hwy. 30 W.
Mailing Address Box 4640
Pocatello, Idaho 83201
Phone 232-2640
Area Code 208

1805 Adams Ave.
Mailing Address Box 400
LaGrande, Oregon 97850
Phone 963-3101
Area Code 503

323 Canyon City Blvd.
Mailing Address Box 377
John Day, Oregon 97845
Phone 575-1301
Area Code 503

La Grande, Oregon
August 26, 1968

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: Charles T. Parker Construction Co.
Contract 7019
Oregon State Highway Department
South Baker Interchange, Encina
Interchange, Old Oregon Trail
Highway - Baker County, Oregon

Gentlemen:

We enclose a copy of our claim, as that claim now exists against Charles T. Parker Construction Co., prime contractor on the above mentioned contract. This claim is made in accordance with Section 270b-(a) of the Miller Act.

Yours very truly,

WESTERN EQUIPMENT COMPANY

Jean E. Walker

Jean E. Walker (Mrs.)
Credit Department

JEW/w
enc.

RECEIVED
AUG 27 1968
OREGON
STATE HIGHWAY COMMISSION
NOTED
FLOYD GUERNSEY

CC: OREGON STATE HIGHWAY COMMISSION

La Grande, Oregon
August 26, 1968

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Glens Falls Insurance Co.
c/o Jewett, Barton, Leavy & Kern, Agents
618 S. W. 5th Avenue
Portland, Oregon 97204

Re: Charles T. Parker Construction Co.
Contract 7019
Oregon State Highway Department
South Baker Interchange, Encina
Interchange, Old Oregon Trail
Highway - Baker County, Oregon.

Gentlemen:

Pursuant to Section 270b-(a), of the Miller Act, we hereby present our claim as that claim now exists against Charles T. Parker Construction Co., prime contractor on the above mentioned contract. Our claim is for the performance of labor and for the furnishing of supplies plus interest on the past due balances as they become past due. The total amount due and owing amounts to $8,800.82, and we hereby make demand for payment thereof plus interest on any balance now past due.

We reserve the right, should it become necessary, to sue on the payment bond you have written as surety on the above named contractor, for the amount specified herein, or the balance thereof, unpaid at the time of institution of said suit, and to prosecute said action to final execution and judgement for the sums due, plus interest and reasonable attorney's fees thereon.

Yours very truly,

WESTERN EQUIPMENT COMPANY

Jean E. Walker

Jean E. Walker (Mrs.)
Credit Department

JEW/w

RECEIVED
AUG 15 1968
FOR
I-80N-7(21)315
-6-18-68
Region
Wash DC
7017

FORM FHWA-1446 (Formerly PR-47) (Rev. 5-66) U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
1	8	Baker	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6 13 & 7-16-68	P. A. Nichols, Area Engineer	I-80N-7(21)306

IN COMPANY WITH
L. V. Blickenstaff, Res Engr. and A. A. Andersen, Asst Res Engr, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	81 %	59 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

BAKER - ENCINA SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, Signing and Illumination

*Phase Inspected: PLANT-MIX STONE BASE

1. SCOPE OF INSPECTION:

This inspection covered the observation of the aggregate production, aggregate placement, aggregate control, and review of the project records.

2. SUMMARY OF FINDINGS:

A. The project is well staffed with qualified personnel.

B. The material being inspected substantially met specification requirements.

C. The project control of both the quality and quantity of the materials was good.

D. The results of the project tests compared very well with results obtained by the OSHD Central Testing Laboratory except in the sand equivalent of the material. The sand equivalent obtained by the field personnel averaged about 6% higher than the Central Laboratories. The difference in the results has been investigated both by the State's Division Geologist and the Central Laboratory. Although the reasons for the difference has not been pinpointed as yet there is no reason to be concerned on this project because the sand equivalents have been averaging between 60% and 70%, well above the 35% minimum specified.

E. The testing equipment was complete and in good condition.

(more)

Morgan 8-12-68
Orig & 1

EDITION OF 5-60 MAY BE USED

F. The testing frequencies succeeded the minimum rate recommended in the OSHD Inspector's Manual.

G. The materials were being placed in accordance with contract requirements.

3. COMMENTS AND RECOMMENDATIONS:

It was noted earlier that the field inspector's were consistently getting higher sand equivalent results than the Central Laboratory. The reason for this difference has been investigated as previously noted and the investigation will be continued until a satisfactory conclusion is obtained.

The project control of both the quality and quantity of materials are very good and the writer does not have any recommendations.

The work complete narrative of this inspection is attached to the Division office copy of this report.

RECEIVED
AUG 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT
APR 12 1968
FOR FILING

I 40A-7(21)-25
7619

2259

April 12, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Statewide Inspection-in-Depth, Phase 16 -
Utility Adjustments Report No. 35-67-EID(16-5)33

This is in reply to your letter of April 2 wherein you report on inspections-in-depth of utility adjustments conducted during 1967. In your letter you made three specific comments and recommendations:

You suggest that our Field Utilities Liaison Engineers make a review of utility diaries kept by our inspectors in the field. Oral instructions have been issued to our Field Utility Liaison Engineers which will be reinforced by a copy of this letter. Each Field Utility Liaison Engineer will examine the utility diaries kept by our inspectors in the field and advise the inspector as to the adequacy of the diary. These reviews will be made whenever the Field Utility Liaison Engineer visits the project.

You also suggest that the determination of utility ownerships and easements be made by the Legal and Right of Way Division during the preliminary engineering or location stage of a survey rather than by the Field Utility Liaison Engineer as present. This has been the subject of discussion between members of the Utility Section of the Construction Division and the Right of Way Division during the past year. You will find attached a copy of Mr. Moehring's letter dated January 16, 1968, and Mr. Oakes' letter dated February 20, 1968, concerning this matter. It is our intention that the Right of Way Liaison and Utility Liaison people work together to make this determination while the project is in its location phase.

You further suggest that we consider scheduling advance clearing projects and advance utility adjustment projects whenever practicable. We are presently engaged, as you know, in advance utility adjustment projects in various areas of the state. To date, we have let no advance clearing projects; however, we have instructed our Utility Liaison Engineer to review all presently scheduled projects and determine which of those would lend themselves to such a procedure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
C. H. Maison
L. H. Young
F. D. Morgan Enc.
T. W. Litchfield "
A. E. Johnson "
L. W. Rullen "
R. D. Asburry "
C. T. Keasey "
J. F. Putnam "
Jack Hesla "
R. H. Rumbolz "
F. W. Sugnet "
J. E. Holcomb "
C. E. Payton "

TWL:ss srb

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: April 2, 1968

In reply refer to: 08-35-DA/439

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth
Phase 16 Utility Adjustments
Report No. 35-67-EID(16-5)33

During last construction season we conducted inspections-in-depth of utility adjustments on the following projects:

I-80N-7(21)306, South Baker Interchange-Encina Interchange Section
I-80N-2(34)38, Bonneville-Hood River County Line Section

Due to the relatively low dollar volume of reimbursable and participating utility relocation work, only the two projects were inspected. The findings and recommendations reported by the inspecting team relative to project control on these projects were promptly and satisfactorily resolved. Although the inspections indicated project control was very satisfactory in the two State divisions represented, additional in-depth inspections in the other divisions would be necessary before making such conclusions Statewide and such inspections may be scheduled in the future.

Subsequent to the inspections, project control and the general subject of participating utility relocations were discussed with Utility Liaison Engineer T. Litchfield and his staff. As a result of the inspections and these discussions we offer the following comments and recommendations:

It would be well if the Field Utilities Liaison Engineers would make a special point of reviewing utility diaries for adequacy and detail when visiting the project.

Determination of utility ownerships and easements by the Legal and Right of Way Division during the preliminary engineering phase when right of way ownerships are established would appear to result in a more efficient operation with less duplication of effort than the present procedure whereby the Field Utilities Liaison Engineer has that responsibility.

(more)

4-4-68 REFERRED TO
Welfare - R/D copies to Young Materials
BY ASST STATE HWY. ENGR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

It is generally agreed that significant changes in scheduling bid lettings or in funding can adversely affect the administration and costs of utility relocations. Lead time for utility adjustments is a very important factor and can affect both the adjustment costs and subsequent construction costs. We recommend that you consider scheduling advance clearing projects and advance utility adjustment projects whenever practicable.

Any comments you may have relative to the above recommendations would be appreciated.

FORM E-208—500M—7-66 SP*23811-734

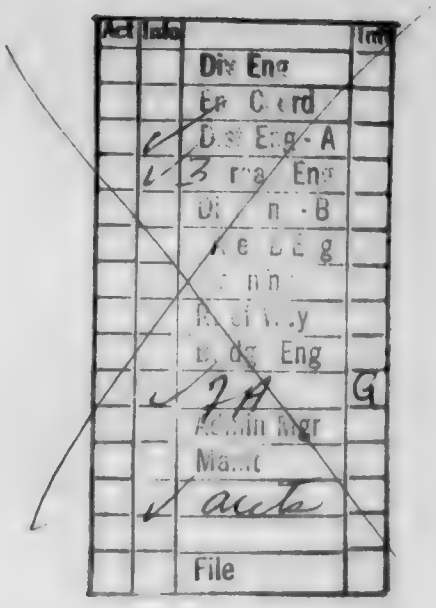
OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1967

SUBJECT:

To: Mr. A. E. Parson
Division Engineer
P.O. Box 850
LaGrande, Oregon 97850



Consent is given to the proposed subcontract between Charles T. Parker Construction Company and Harrison-Pittenger covering part of items 30 and 31 and all of items 23 to 28 inclusive, 42, 43 and 44 on the South Baker Interchange-Ensina Interchange Contract No. 7019, Oregon I-80N-7(21)305.

One copy of the subcontract is returned herewith.

F. D. Morgan
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:fr

Attach.

cc: A. W. Parsons
Files

Note: Five previous subcontracts for $293,428.10. This one $9,415 for a total of $302,843.10, or 14.81%.

I-80N-7(21)305

Form E-208—5M 9

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

SEP 18 1967 1-P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name South Baker Interchange-Encina Interchange — Date September 11, 1967

Highway Old Oregon Trail — Contract No. 7019

County Baker — Prefix 601-1063

Contractor Charles T. Parker Const. Co. — F. A. Project No. I-80N-7(21)305

Address 2917 Industrial Road, Las Vegas, Nevada 89102 — Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct additional Type 2 fence.

Location by station numbers:

At natural gullies, waterways and/or abrupt depressions which are of an extreme enough nature, as determined by the engineer, to require additional fence within the limits of Station 2236+40 to 182+00.

Estimate of quantities and cost:

Labor	$150.00
Equipment	50.00
Materials	100.00
TOTAL	$300.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No provision for this work has been included in the project contract as payment is to be made on a force account basis as specified in Article 740-5.1 of the Standard Specifications for Highway Construction, 1964. This estimate includes allowances. Percentages allowed the contractor are in accordance with the executed contract for this project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,324,255.73
Present estimate of project cost, including $300.00 for work under this order	$2,324,255.73
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [illegible]

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved: /s/ L. H. Young 9-28-67 [illegible] Office

STATE COPY

Form A-106—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are [illegible]
AUG Date 1967
C-1-P This Dist. Engineer
U.S. Bureau of Public Roads

Order No. 9

Project Name S. Baker Interch.-Encina Interch. Sec. Date July 28 1967

Highway Old Oregon Trail Contract No. 7019 F. A. Project No. I-80N-7(21)305

County Baker Prefix 601-1063 Account No. 278-03

Description of Work To Be Done:

Apply permanent pavement striping throughout the project as required.

Location by Station Numbers:

118-465

Estimate of Quantities and Costs:

17.2 miles of 3" solid @ $44.00 per mile	$ 756.80
8.6 miles of 4" intermittent @ $28.00	240.80
Incidental Interchange Pavement Legends 4 hours @ $30 per hour	120.00
	$1,117.60

Explanation:

This work is not called for in the contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,324,255.73
Present estimate of project cost, including $1,117.60 for work under this order	$2,324,255.73
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. BLICKENSTAFF, Resident Engineer

Approval Recommended: /s/ JOHN A. BOND for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ ALFRED SHIRLEY, JR., Division Engineer

Approved: /s/ L. H. YOUNG [illegible] Office Engineer.

State Printing

AUG 23 1967

FORM FR-111 (11-66) UNITED STATES GOVERNMENT

Memorandum

I-80N-7(21)305

TO 70:19 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 18, 1967

In reply refer to: 08-35.A-3

By: G. R. Brooks
District Engineer

SUBJECT: FAP I-80N-7(21)305
S. Baker Interchange-Encina Interchange Section
State Force Order No. 3
Total estimated amount of the Order: $1,117.60
Federal participation: $1,030.00

Reference is made to your letter dated August 15, 1967 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

Yours w/ltr. 8-23-67

RECEIVED
AUG 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 31 1967
FOR FILING
I-80N-7(21)30C
7019
1825

July 28, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Inspection-in-Depth Report No. 35-67-EID(16)6 on Utilities, South Baker Interchange-Encina Interchange Section Old Oregon Trail Highway, Baker County Project No. I-80N-7(21)30C Contract No. 7019

Reference is made to your letter of July 14 and attached Inspection-in-Depth Report. Your comments and recommendations have been reviewed. Following you will find our comments and action proposed:

1. Utility Diary: Your point of the lack of information concerning classification or hours is well taken. We will take steps to correct this in the future.

2. Salvaged Materials: As you know, representatives of the Utility and the State have conferred orally on these matters when the quantities have been small and the materials stored in the immediate vicinity. In the future we will require the Utility to confirm oral notifications in writing.

3. General Comments: We are also reviewing the advantages and disadvantages of routing the completed utility diaries and utility billings through the appropriate Field Utilities Liaison Engineers.

We appreciate the opportunity to confer with your representatives prior to the preparation of this report and feel that such a procedure on future projects may lead to a better understanding of the mutual problems confronting us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe-FBK1825
F. D. Morgan
T. W. Litchfield
A. F. Parson - Enc.

PGP:ss srb

FORM PR-1B (11-65)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: July 14, 1967

In reply refer to: 08-35-DA

FROM : T. Dec
Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(21)306
South Baker Interchange - Encina Interchange Section
Old Oregon Trail Highway
Inspection-in-Depth Report No. 35-67-EID(16)6

Attached is an inspection-in-depth report covering Phase 16, Utility Adjustments, on subject project conducted on June 15, 1967 by our representatives, accompanied by Field and Division representatives of your Division V. This was the first of several anticipated inspections Statewide covering the utility adjustment phase.

Your comments and advice concerning any action taken in connection with recommendations made in this report are requested.

We wish to commend you and your staff for scheduling, initiating and completing utility relocations on this project in advance of the construction contract letting.

Enclosure
Report

orig to Morgan - R/W
copy to Young
7-19-67

RECEIVED
JUL 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Owen
Pease
Morelock
Trout
Scott
Wills
Litchfield
Other

RECEIVED
JUL 19 1967
CONSTRUCTION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

35-67-EID(16)6

FORM FPR-33D (REV. 90-65) cc: OSHD(Kliboe) File 435 Admin Mgr, Region(3 cxxx) Wash DC thru Region

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

UCTION INSPECTION-IN-DEPTH REPO (PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Baker	I-80N-7(21)306

DATE OF INSPECTION	PHASE(S) INSPECTED
6-15-67	Phase 16, Utility Adjustments

INSPECTION MADE BY
J. H. Girvin, Asst Engr Coord, BPR
C. H. Snow, Regional Utilities Engr, BPR
J. J. Hegmann, Area Engr, BPR

IN COMPANY WITH
J. M. Valentine, Field Util. Liaison, Engr. OSHD
L. V. Klickenstaff, Res Engr OSHD
R. A. Nichols, Area Engr, BPR

REPORT PREPARED BY
J. J. Hegmann, Area Engineer JJH

PROJECT INCLUDES
☐ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Utility Adjustments

CONTRACTOR (Name and address)
NA

CONTRACT AMOUNT
$ NA

PROJECT STATUS (% comp.)
NA

LOCATION
I-80N from 0.1 mile south of Baker, Oregon, 6.9 miles south

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

SOUTH BAKER INTERCHANGE - ENCINA INTERCHANGE SECTION
OLD OREGON TRAIL HIGHWAY

A. SCOPE OF INSPECTION:

This inspection was the first of several inspections-in-depth to be undertaken Statewide in Oregon covering utility adjustments. Emphasis was placed on field inspection, documentation, control, and liaison necessary to comply with the requirements of PPM 30-4 and other prescribed procedures.

The utility relocation on this project consisted of two utilities with fully participating relocations, both undertaken and just recently completed in advance of construction. Bid opening for the grading, AC paving, signing, and illumination portion of this project is scheduled for June 22, 1967.

(more)

EDITION OF (8-64) IS USABLE

This inspection followed a prepared guideline which is on file along with other pertinent notes with the Division file copy of this report. Following the inspection and review of project and OSHD division procedures employed on these relocations and of the various pertinent reports, correspondence, and project documents in the Resident Engineer's office, the relocated utilities were field-viewed.

B. FINDINGS AND RECOMMENDATIONS:

1. Finding

The utility diary for the relocation involving a lateral move of Idaho Power Company's 138-KV distribution lines was generally well-kept, organized, and concise; however, it did not show general classifications or hours worked by utility employees or utility equipment hours.

Recommendation

The field diary for utilities should contain, to the extent necessary to verify the utility billing for actual cost, equipment and labor classifications and hours worked.

2. Finding

Written notice to the State regarding recovered materials, which is required by the PPM 30-4, was not given.

Recommendation

Regardless of the State inspector's personal observation and first-hand knowledge of the materials salvaged during the relocation, the utility should be required on future projects to comply with the PPM 30-4 (paragraph 11 b (2)) by confirming oral notice in writing or notifying the State in writing of the recovered materials and the time and place where they may be inspected.

C. GENERAL COMMENTS:

This inspection indicated that in Division V, LaGrande, the State's control over utility adjustments on Federal-aid projects at Division and field project levels is very satisfactory and in substantial accord with established and required procedures, with the minor exceptions noted above. These exceptions were discussed with representatives present at the inspection and with Construction Division representatives in Salem subsequent to the inspection.

(more)

Also discussed verbally were three other procedural findings which we felt might bear consideration pending our later inspections of this phase in other Divisions. These were related to the routing of the completed utility diaries and reports and to the final billing routing both of which by present State procedure normally bypass the Division Utilities Liaison Engineer, to the matter of determining right-of-occupancy requiring substantial portions of the field liaison engineer or his assistant's time, and to the matter of "lead time" necessary to operate effectively in moving conflicting utilities ahead of construction. These subjects will be studied in remaining inspections of this phase and discussed as appropriate in later reports or in the summary report which will be prepared upon completion of the inspections Statewide.

I-80N-7(21)305

STATE COPY

Form E-306—6M

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 31 1967 C-1-P
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. Baker Interch.-Encina Interch. Section Date July 27, 1967

Highway Old Oregon Trail Contract No. 7019

County Baker Prefix 601-1063

Contractor Charles T. Parker Const. Co. F. A. Project No. I-80N-7(21)305

Address P. O. Box 20188, Portland, Oregon 97220 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Dispose of old car bodies.

This estimate includes allowance. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

NOTED
F. B. KLABOE

Location by station numbers:

132+50 Rt.

RECEIVED
AUG 11 1967
OFFICE
STATE HIGHWAY

Estimate of quantities and cost:

Labor & Equip. Rental ——— $500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The sum of $500.00 was included in the authorization for this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,324,255.73	
Present estimate of project cost, including $500.00 for work under this order	$2,324,255.73	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr., Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP*22977-734

Young 8-14-67

FORM E-123
RECEIVED
JUL 31 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

I-80N-7(21)306

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 26, 1967

California Pacific Utilities Company
2003 - 1st Avenue
Baker, Oregon 97814

ATTENTION: Mr. O. D. Lanning

Re: Power Line Adjustment
California Pacific Utilities Company
S. Baker Interchange-Encina Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (21) 306
Contract No. 7019

Gentlemen:

Please refer to our letter of July 21, 1967, which authorized you to proceed with the work as of July 20, 1967. The final paragraph of this letter contained the following two errors which we would like you to correct.

The date of your letter in line two should be June 7, 1967 and the effective date of authorization should be June 14, 1967.

Please accept our apologies for the above-mentioned errors.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:ss

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
A. F. Parson
L. V. Blickenstaff
J. B. Bangert
J. V. Valentine

RECEIVED
JUL 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5(W)7(21)305

1835

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 26, 1967

Mr. A. J. Vala, Vice President
Chas. T. Parker Construction Company
2917 Industrial Road
Las Vegas, Nevada 89102

Dear Mr. Vala:

Reference is made to your letter of July 13 requesting delay of the workday count on the Baker-Encina Section, Contract No. 7019, pending ample staking and a structure list for ordering materials. A check into this matter indicates that at the preconstruction conference you were advised that culvert pipe could be ordered up to the net amount of the contract and last week (July 13) your representatives were given a partial list of pipes staked.

Regarding delay to your operations due to inadequate staking, while the whole project was not staked, at the time of your letter several areas easterly from the Baker Interchange which included large cuts were staked and available to your forces. Last week, July 17 - 21, you worked two dozers and one blade on clearing operations. This was all of the grading equipment you had brought to the project other than six scrapers which were delivered to the project during the week. You have been in the process of laying a pipe line for use in obtaining sprinkling water. This has not been completed and this lack of water has hindered any grading operation.

It is therefore our contention that no delay to your operations has occurred due to lack of staking or supplying you a list of materials for the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
F. B. KLABOE

By

F. D. Morgan
Construction Engineer

RECEIVED
JUL 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JHW:fw
bc F. B. Klaboe - 1835-FBK
Victor D. Wolfe
A. F. Parson
L. V. Blickenstaff

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1967

To:
Mr. F. D. Morgan
Construction Engineer
O F F I C E

SUBJECT: Letter from A. J. Vala of Chas. T. Parker Construction Company Regarding Lack of Staking and Materials List
Baker-Encina Section
Contract No. 7019
Assignme nt No. 1835-FBK

Assistant Division Engineer Scott Coulter was contacted by phone regarding statements by A. J. Vala of Chas. T. Parker Construction Company in his letter of July 13, 1967.

Mr. Vala states that by July 22 approximately 20 pieces of earth-moving equipment would have been delivered to the project and as of the date of the letter, not one culvert was staked and no structure list was furnished for ordering of material.

Mr. Coulter states that at the pre-construction conference July 6, the Parker Construction Company representatives were told they could order culvert pipe up to the net quantities on the project.

On July 13 there were two dozers and one blade on the project. At that time, in anticipation of the contractor wanting to go to work, several areas easterly from the Baker Interchange were staked and available to the contractor. The interchange itself was not staked and this presumably was where the contractor would have liked to start. Last week, the contractor brought in some 6 scrapers. They have not worked as yet. The dozers did some clearing operation work of sagebrush removal with the help of a motor grader.

Mr. Coulter states that no earthwork moving has started mainly due to the lack of water. The contractor is placing a pipe line for a water supply, but does not have it in operation.

Three to four crews have been staking on this project in the interchange areas as well as the other portions of the project and the report is that this work has never been behind, although at one period it was close. At this time, there have been some pipes staked and this list furnished the contractor.

In view of the above report, it appears that the project is under control and that the contractor could have reasonably gone to work at any time he could provide men, equipment and materials. There appears to me no reason to delay the workday count.

Therefore, attached is a rough draft to the Charles T. Parker Construction Company for your signature.

John H. Walker
Assistant Construction Engineer

JHW:fw
Attach.
cc A. F. Parson

RECEIVED
JUL 19 1967

I-80N-7(21)305
7019

July 19, 1967

Charles T. Parker Construction Company
General Constructors
2917 Industrial Road
Las Vegas, Nevada 89102

Attention: A. J. Vala
Vice President

Gentlemen:

We received your letter of July 13 concerning the start of the workday count on Contract No. 7019 sent to you recently.

The lack of stakes on the job and a structure list for materials is an engineering matter and for that reason your letter is being forwarded to the State Highway Engineer's Office for such action as may be appropriate.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc

cc: Mr. Forrest Cooper

Phone 735-7703

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

Nevada Branch
2917 Industrial Road
Las Vegas, Nevada
89102

Main Office
P.O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220

July 13, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Re: Contract No. 7019

Gentlemen:

Reference your letter of July 7, 1967 regarding commencement of calendar day count on subject contract.

Please be advised that by July 22, 1967 approximately twenty pieces of heavy earth moving equipment will have been delivered to the project. As of this date not one culvert has been staked nor a structure list furnished for ordering of materials.

Request is hereby respectfully made that the work day count be delayed until such time as ample staking is provided which will be adequate for procedure with the work.

Very truly yours,

CHARLES T. PARKER CONSTRUCTION CO.

A. J. Vala
Vice President

AJV:mg
cc: Mr. L. V. Blickenstaff
Resident Engineer
Mr. James Monaghan
Project Engineer
C. T. Parker Constr. Co.
Portland, Oregon

RECEIVED
JUL 17 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 21 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-7(21)306
7019

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 21, 1967

California Pacific Utilities Company
2003 - 1st Avenue
Baker, Oregon 97814

ATTENTION: Mr. O. D. Lanning

Re: Power Line Adjustment
California Pacific Utilities Company
S. Baker Interchange - Encina Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (21) 306
Contract No. 7019

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of July 9, 1967, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of July 20, 1967.

Please contact Mr. L. V. Blickenstaff, Resident Engineer, PO Box 269, Baker, Oregon 97814, Phone523-5246, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to July 20, 1967, in the amount of $213.11, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

FGP:ss

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
A. F. Parson
L. V. Blickenstaff
J. B. Bangert
J. V. Valentine

RECEIVED
JUL 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1967

I-80N-7(21)305
7019

FORM PR-121 (11-60) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 17, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(21)306
South Baker-Encina Sections
California-Pacific Utilities Company Utility Adjustment

Our July 12, 1967 memorandum on the subject adjustment contained a mistake in the authorization effective date in the last paragraph.

Please change July 14, 1967 to June 14, 1967.

7-19-67
REFERRED TO
Marvin Young - Info only
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
JUL 13 1967
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 19 1967

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 14, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : T. Dec
Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(21)306
South Baker Interchange - Encina Interchange Section
Old Oregon Trail Highway
Inspection-in-Depth Report No. 35-67-EID(16)6

1923

Attached is an inspection-in-depth report covering Phase 16, Utility Adjustments, on subject project conducted on June 15, 1967 by our representatives, accompanied by Field and Division representatives of your Division V. This was the first of several anticipated inspections Statewide covering the utility adjustment phase.

Your comments and advice concerning any action taken in connection with recommendations made in this report are requested.

We wish to commend you and your staff for scheduling, initiating and completing utility relocations on this project in advance of the construction contract letting.

Enclosure
Report

orig to Morgan-RIW
copy to Young
7-19-67

RECEIVED
JUL 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

35-67-EID(16)6

FORM PR-33D (REV. 10-65) cc: OSHD(Klein) File 439 Admin Mgr. U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Region(3) CONSTRUCTION INSPECTION-IN-DEPTH REPORT

Wash DC thru Region (PPM 20-6.1)

(Check appropriate one) [X] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Baker	I-80N-7(21)306

DATE OF INSPECTION	PHASE(S) INSPECTED
6-15-67	Phase 16, Utility Adjustments

INSPECTION MADE BY

J. H. Girvin, Asst Engr Coord, BPR
C. H. Snow, Regional Utilities Engr, BPR
J. J. Hegmann, Area Engr, BPR

IN COMPANY WITH

J. M. Valentine, Field Util. Liaison, Engr. OSHD
L. V. Blickenstaff, Res Engr OSHD
R. A. Nichols, Area Engr, BPR

REPORT PREPARED BY

J. J. Hegmann, Area Engineer JJH

PROJECT INCLUDES

[ ] GRADING AND DRAINAGE [ ] BASE [ ] PAVING [ ] MAJOR STRUCTURES [X] OTHER (Specify) Utility Adjustments

CONTRACTOR (Name and address)

NA

CONTRACT AMOUNT

$ NA

PROJECT STATUS (% comp.)

NA

LOCATION

I-80N from 0.1 mile south of Baker, Oregon, 6.9 miles south

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

SOUTH BAKER INTERCHANGE - EUCINA INTERCHANGE SECTION
OLD OREGON TRAIL HIGHWAY

A. SCOPE OF INSPECTION:

This inspection was the first of several inspections-in-depth to be undertaken Statewide in Oregon covering utility adjustments. Emphasis was placed on field inspection, documentation, control, and liaison necessary to comply with the requirements of PPM 30-4 and other prescribed procedures.

The utility relocation on this project consisted of two utilities with fully participating relocations, both undertaken and just recently completed in advance of construction. Bid opening for the grading, AC paving, signing, and illumination portion of this project is scheduled for June 22, 1967.

(more)

EDITION OF (5-64) IS USABLE

This inspection followed a prepared guideline which is on file along with other pertinent notes with the Division file copy of this report. Following the inspection and review of project and OSHD division procedures employed on these relocations and of the various pertinent reports, correspondence, and project documents in the Resident Engineer's office, the relocated utilities were field-viewed.

B. FINDINGS AND RECOMMENDATIONS:

1. Finding

The utility diary for the relocation involving a lateral move of Idaho Power Company's 138-KV distribution lines was generally well-kept, organized, and concise; however, it did not show general classifications or hours worked by utility employees or utility equipment hours.

Recommendation

The field diary for utilities should contain, to the extent necessary to verify the utility billing for actual cost, equipment and labor classifications and hours worked.

2. Finding

Written notice to the State regarding recovered materials, which is required by the PPM 30-4, was not given.

Recommendation

Regardless of the State inspector's personal observation and first-hand knowledge of the materials salvaged during the relocation, the utility should be required on future projects to comply with the PPM 30-4 (paragraph 11 b (2)) by confirming oral notice in writing or notifying the State in writing of the recovered materials and the time and place where they may be inspected.

C. GENERAL COMMENTS:

This inspection indicated that in Division V, LaGrande, the State's control over utility adjustments on Federal-aid projects at Division and field project levels is very satisfactory and in substantial accord with established and required procedures, with the minor exceptions noted above. These exceptions were discussed with representatives present at the inspection and with Construction Division representatives in Salem subsequent to the inspection.

(more)

Also discussed verbally were three other procedural findings which we felt might bear consideration pending our later inspections of this phase in other Divisions. These were related to the routing of the completed utility diaries and reports and to the final billing routing both of which by present State procedure normally bypass the Division Utilities Liaison Engineer, to the matter of determining right-of-occupancy requiring substantial portions of the field liaison engineer or his assistant's time, and to the matter of "lead time" necessary to operate effectively in moving conflicting utilities ahead of construction. These subjects will be studied in remaining inspections of this phase and discussed as appropriate in later reports or in the summary report which will be prepared upon completion of the inspections Statewide.

RECEIVED
JUL 18 1967

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 12, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(21)306
South Baker - Encina Section
California - Pacific Utilities Company Utility Adjustment

We approve the agreement, as evidenced by your Staff Attorney's letter dated May 26, 1967, and the subject utility's letter dated June 7, 1967, as well as the plans and estimate transmitted with Mr. Litchfield's letter dated June 27, 1967. Reimbursement on an agreed lump sum basis of $213.11 is approved.

Receipt of Mr. Valentine's May 31, 1967 affidavit of the company's property rights is acknowledged. The permit covering this adjustment was previously approved by this office. (# X-11830)

Our program memorandum dated March 17, 1967 authorized you to proceed with preparatory work for all utility adjustments effective on that date. Because of the minor nature of the work we verbally authorized you to proceed with actual adjustments for the above-mentioned utility effective June 14, 1967. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

REFERRED TO
Mason Young - Litchfield
Dist. Right of Way Engr.
7-14-67

NOTED
F. B KLABOF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 17 1967
FOR FILING

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

P. O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220

July 13, 1967

7-14-67
REFERRED TO
Marson - Young - Morgan
BY ASST. STATE HWY. ENGR.
Merchant - Query

Mr. Forrest Cooper, State Highway Engineer
OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon 97310

Dear Sir:

Reference to our Contract No. 7019, Grade, Pave, Signing and Illumination of South Baker Interchange-Encina Interchange, Old Oregon Trail Highway, in Baker County.

We would appreciate it very much if it can be arranged so that all Estimates and payments on the above project be sent to our Portland Office --

P.O. Box 20188
Portland, Oregon 97220

but all correspondence and Change Orders pertaining to the project be directed as follows:

The original to Charles T. Parker Construction Co.
2917 Industrial Road
Las Vegas Nevada 89102

with copy to our Job Office -- Jim Monaghan
c/o Charles T. Parker Construction Co.
P.O. Box 622
Baker, Oregon

RECEIVED
JUL 1
OFFICE OF
STATE HIGHWAY ENGR.

Yours very truly,

CHARLES T. PARKER CONSTRUCTION CO.

NOTED
F. B. KLABOE

By _____
Rolph B. Fuhrman

RBF:dab

cc: Mr. A. F. Parson, Division Engineer
Oregon State Highway Department
P.O. Box 850, La Grande, Ore. 97850

Mr. A. J. Vala
Charles T. Parker Construction Co.
2917 Industrial Rd., Las Vegas, Nev.

Mr. L.V. Blickenstaff, Resident Engr.
Oregon State Highway Department
c/o Mr. Jim Monaghan, Box 622, Baker, Ore

Mr. Jim Monaghan, Supt.
Charles T. Parker Construction Co.
P.O. Box 622, Baker, Oregon

RECEIVED
JUL 18 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 13, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(21)305
South Baker Interchange - Encina Interchange Section
Grading, Paving, Signing, and Illumination

As requested in Mr. Young's letter of July 10, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, as well as certifying that right of way clearance, utility and/or railroad work has been properly coordinated, we hereby concur as of June 29, 1967 in the award of Contract No. 7019 to Charles T. Parker Construction Co. of Portland, low bidder in the amount of $2,045,505.10 at the June 22, 1967 bid opening.

REFERRED TO 7-14-67
Young
ASST. STATE HWY. ENGR

NOTED
F.B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 11 1967

Fred W. Hill, Member
Helix

7019

July 10, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of June 29, 1967, is requested in the award of contract for the S. Baker Interchange to Encina Interchange Section, Project No. I-80N-7(21)305.

The contractor receiving the award is Charles T. Parker Const. Co. of Portland in the amount of $2,045,505.10, with the Contract No. 7019 assigned. The bid was received on June 22, 1967, and awarded June 29, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceeding which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractors operations, also, all necessary crossing permits have been issued for this project, see attached letter for numbers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:vr

RECEIVED
JUL 6 - 1967

FOR FILING
I-[illegible]7(21)305
7019

July 6, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering furnishing and installing "Two-Way Traffic" signs and "Turn on Lights" signs throughout project on the S. Baker Interchange-Encina Interchange Section of the Old Oregon Trail Highway in Baker County, Contract No. 7019 in connection with Federal-Aid Project No. I-80N-7(21)305.

This work is necessary for guidance and safety of the traveling public during construction.

This work was tentatively recommended for approval by the BPR Area Engineer June 30, 1967. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:jb

RECEIVED
JUN 29 1967
FOR FILING

June 28, 1967

Charles T. Parker Constr. Co.
P. O. Box 2018
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on this day accepted your bid in the amount of $2,045,505.10 for grading, paving, signing and illumination on the South Baker Interchange-Encina Section of the Old Oregon Trail in Baker County, which was the low bid received for that job on June 22, 1967.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as approval of the Bureau of Public Roads is received. When approval has been received, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr

cc: Frank Morgan
L. H. Young
C. D. Matthis
I. D. Merchant

Form E-208—6M 1

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
JUN 30 1967
Date ____ By G. I. P.
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. Baker Interch.-Encina Interch. Section Date June 27, 1967

Highway Old Oregon Trail Contract No. 7019

County Baker Prefix 601-1063

Contractor Charles T. Parker Const. Co. F. A. Project No. I-80N-7(21)305

Address P.O. Box 20188, Portland, Oregon 97220 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install thirty R-380-36 "Two-Way Traffic" signs and two D-410-24 "Turn on Lights" signs along the existing highway throughout the project.

This estimate includes allowance. Percentages to be allowed the contractor are in accordance with the executed contract for this project. This order will increase the cost of the project by $1,175.00.

Location by station numbers:

"A" 82+00 to EB 465+56.59

NOTED
F. B. KLABOE

Estimate of quantities and cost:

235 sq.ft. @ $5.00 $1,175.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

There are no provisions in the contract for this signing.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$	
Present estimate of project cost, including $1,175.00 for work under this order	$	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [illegible]

Approval Recommended: /s/ H. S. Coulter, Division Engineer Asst.

Approved: /s/ L. H. Young [illegible] State Highway Engineer or Office Engineer.

Approved 7-12-67

SP-23377-7M

FORM 1235X REV 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. BRILLHART, MEMBER
WOODBURN
DAVID E. SIMPSON, MEMBER
PORTLAND

DEPARTMENT
JUN 2 - 1967
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 29, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

NOTED
F B. KLABOE

RE: 08-35.7
Oregon Project I-80N-7(21)306
South Baker Interchange-Encina
Interchange Section
Old Oregon Trail Highway
Baker County

Dear Sir:

Reference is made to your Memorandum 08-35.7 dated May 16, 1967 requesting a restudy and justification for extending four underpasses on the above project. The four underpasses are located at Stations 252+60, 286+00, 390+60 and 426+75.

Enclosed are copies of correspondence and estimates for justifying these underpasses. As stated in Mr. Allen's letter, there will probably be a great amount of criticism if the underpasses are not extended. Approximately six years ago, the underpasses were constructed and thought necessary. By not extending them now, we would probably indicate to the people involved that there was poor planning before and therefore a waste of tax money.

A couple of the underpasses also serve a purpose other than joining the lands immediately adjacent to the highway. The pipe line and power companies use the underpass at Station 286+00. There is Bureau of Land Management range land that is served by the underpass at Station 252+60 and also by the underpass at Station 286+00. The underpass at Station 286+00 serves as an access to the beacon light and to four radio and relay stations. The underpass at Station 390+60 serves as a continuation of the county road system in this area. It would seem that very probably the area may have developed a system of access around these underpasses that would be difficult to change.

Based on the above stated reason, and the enclosed justification data, it is requested that you approve and participate in the construction of extending the four underpass structures.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. J. Barbes

D. J. Barbes
Assistant Construction Engineer

DEK:fw
Enc.
bc: F. B. Klaboe
D. H. Moehring
Attn: Mr. K. A. Chatwood
A. F. Parson

RECEIV
1 1
ICE
WAY

FORM E-30 SOH 10-65 SP*23401-734

Routing

Morgan
Dacker
Bond Parker
Walker
Swan
Trout
Scott
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAY 29 1967
CONSTRUCTION
DIVISION

La Grande, Oregon
May 26, 1967

SUBJECT: Baker-Encina Section
Old Oregon Trail Highway

To:
Mr. F. D. Morgan
Construction Engineer
Salem

Attention: Mr. J. E. Morelock

In answer to your request, investigation has been made of the four concrete box culverts under the present highway between the south Baker truck scale and Encina Interchange. The 12 x 13 box at station 252+60 was originally justified on the basis of providing access to the Burke property and to a gravel pit on which the Department has a 99 year lease.

We believe that the extension of this box culvert is necessary for several reasons. In 1953 it was estimated that this gravel pit contained somewhere between 20,000 and 80,000 cubic yards of material. Very little has been removed in the last 15 years. For this investigation it seems reasonable to assume that there is at least 40,000 yards of material remaining. Non-extension of this box culvert would involve about 1.4 miles additional haul over rough terrain for use of this material in the area around Baker. This would amount to approximately 56,000 yard miles of haul, which at a cost of $.20 per yard mile would justify an expenditure of $11,200.

Other lands that would be served by this interchange are owned by - Burke, 620 acres - Ebell, 680 acres - Neuhaus, 40 acres - Allen, 160 acres - as well as some 400 acres of B.L.M. land. Without this box culvert, it is estimated that a damage of about $5 per acre could accrue to the land for loss of access. This $5 rate times the 1900 acres justifies an additional $9,500 expenditure on the extension to this box culvert. Information received from your office indicates that the cost of this extension is something less than $19,500. It would appear that our two figures totaling $20,700 has justified this extension.

The box culvert at station 286 carries at least a semi-public road extending from the old highway to the top of the hill south of Lone Pine Mt. On top of this hill in the NW1/4 of Section 31, T 9S, R 41E is located at least four radio transmission installations. Those operated by the Highway Department and State Police, U.P. Railroad, Baker County and the Idaho Power Company. It also serves some 1,750 acres of Phelps' land as well as other private interests, ownership not known, amounting to 1,000 acres or more. Because of the land served, as well as these radio installations and the semi-public nature of this road, it is felt that the extension of this box culvert as a continuation of a road system is justified.

The large box culvert at station 390 was constructed as part of the Baker-Pleasant Valley contract to provide continuation of the county road system. This system is virtually the same today as it was at that time; if anything the need for this box culvert is more acute and that a property owner near Encina Siding, a Mr. Briske has recently posted and closed an alternate access road to the sections of land through this area north of the existing facilities. This county road is virtually the only means of access to some ten sections or more of range land lying on the south slopes of the ridge between our highway and the Powder River drainage. We believe that an extension of this box culvert is justified merely on a continuation of the existing county road system. This last structure is a means of access to the El Paso Natural Gas Co. transmission line and the previously mentioned structures are means of access to at least two power transmission lines through this part of Baker County.

The last structure, an 8 x 8 stockpass near station 427 provides the only means to stock water for some 200 acres of range land owned by Mr. Dougharity. Elimination of this stockpass would virtually damage completely this 200 acres block of range land and possibly have a drastic effect on the entire ranch holding. Our right of way appraiser estimates that the ranch would lose at least four animal units which in this area are valued at about $500 each. The damage to this range land plus the loss in animal units would appear to justify the large portion of the cost of this box culvert extension. These damages would have to be paid if the structure is not extended and in addition would be added the cost of demolishing the existing structure. These costs could involve somewhere in the neighborhood of $1,000, it is estimated.

It is the conviction of this office, based on information from the right of way department, that if this stockpass cannot be extended, the Department will be faced with a court battle in the determination of the damage to the Dougharity ranch. From past history it would appear that the final settlement would undoubtedly be somewhat higher than our appraised value to the property and in addition there would be the embarrassment to the Department and the B.P.R. of having to demolish an expensive structure built less than seven years ago.

Considering all these factors, it is our recommendation that this box culvert be estended as well as the other three.

Attached is a sketch map depicting the various lands owned by individuals adjacent to the existing right of way to show the overall extent of their holdings. Most of the lines not colored are also on private ownership but no attempt has been made to determine just what the legal ownership is.

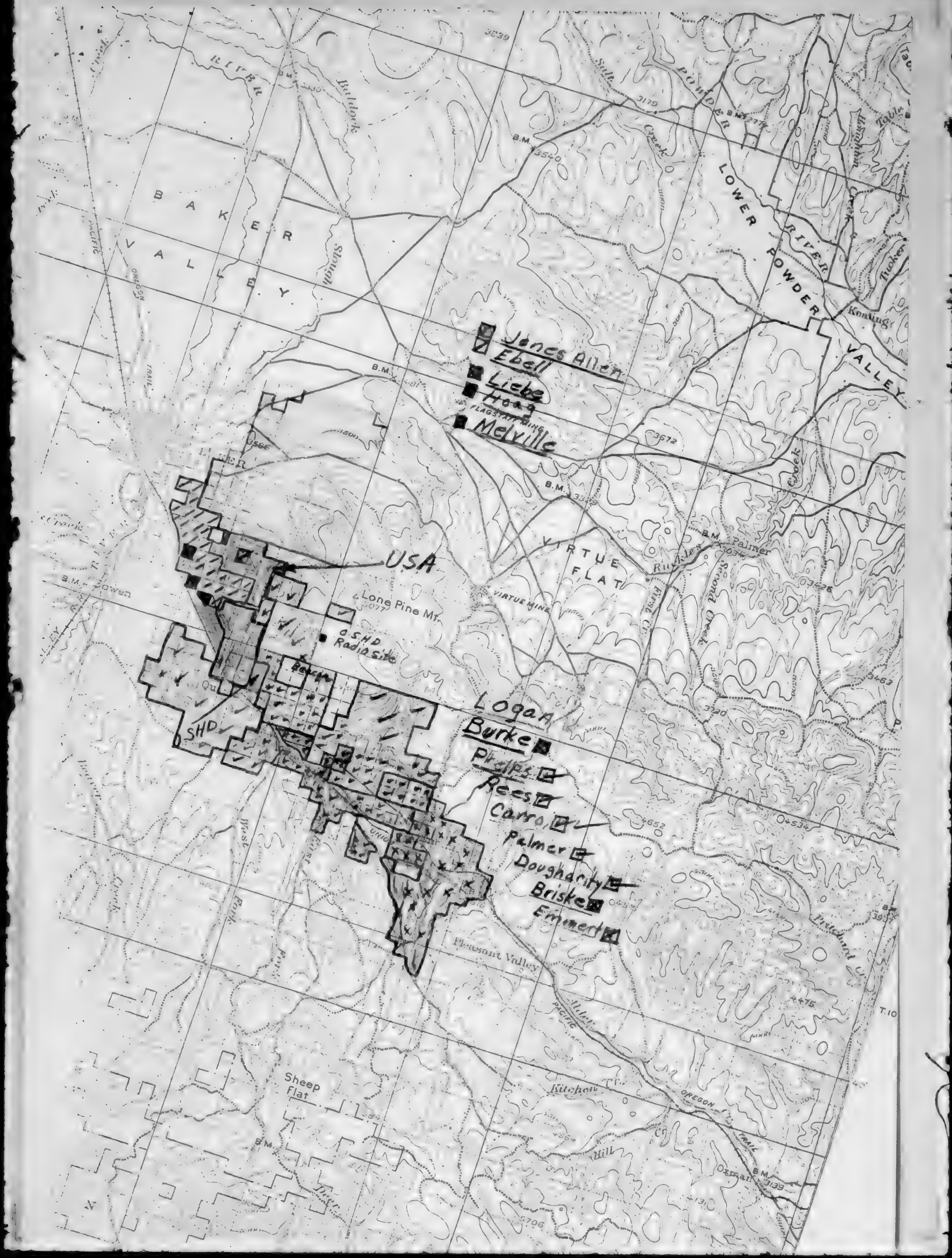
A. F. Parson
Division Engineer

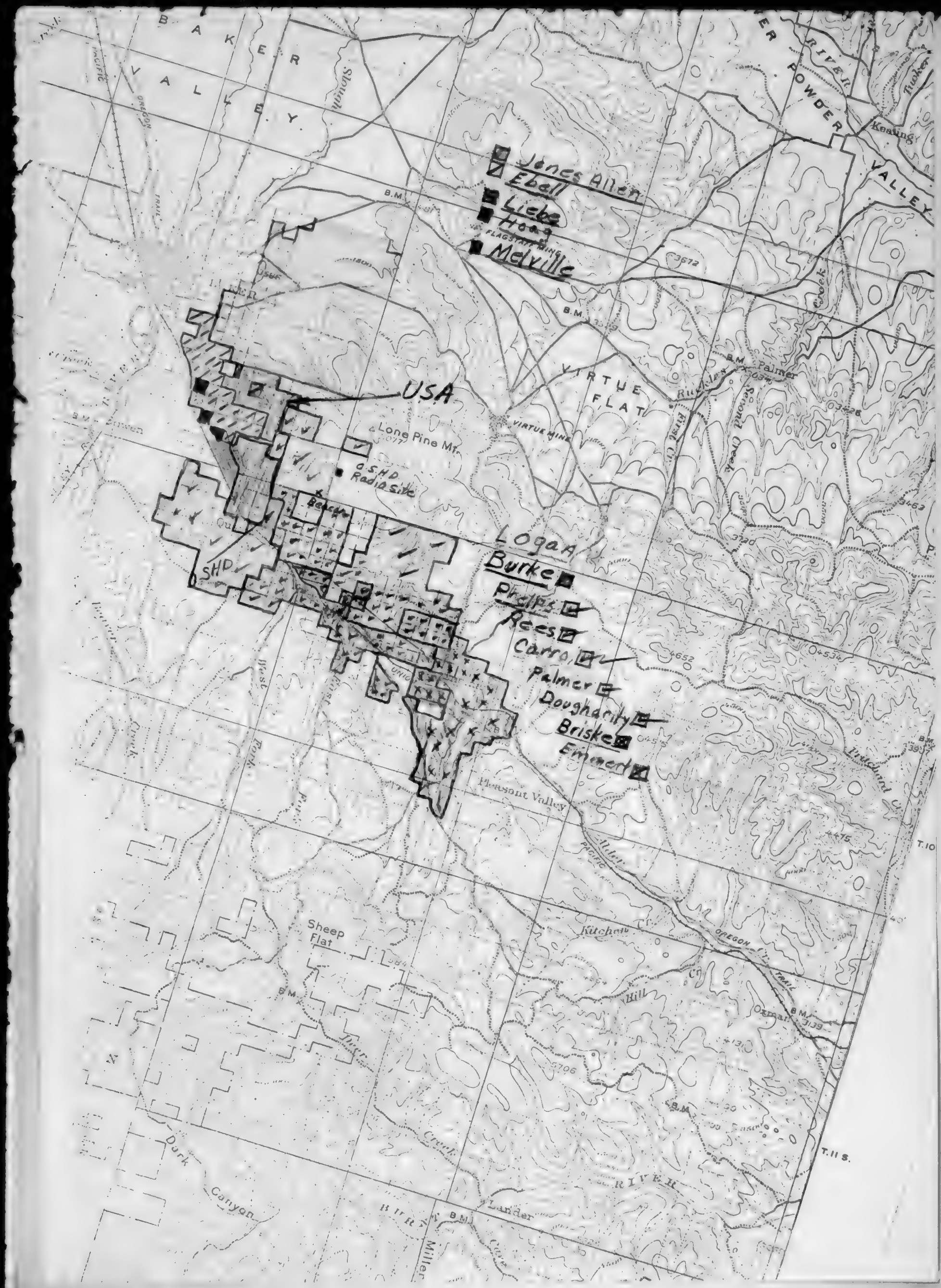
By

H. S. Coulter
Assistant Division Engineer

HSC:dj
Attachment

cc: H. W. Snell


BAKER VALLEY
LOWER POWDER RIVER VALLEY
POWDER RIVER
Bulldog
Stinkingwater
Pacific
Oregon
Trail
Jones Allen
Ebell
Liebe
Hoag
Flagstaff Mine
Melville
USA
OSHD
Radio Site
Lone Pine Mt.
Logan
Burke
Phelps
Rees
Carro
Palmer
Dougharty
Briske
Emmert
Virtue Mine
Virtue Flat
Palmer
Pleasant Valley
Sheep Flat
Kitchen
Hill
Table
Tucker
Keating
B.M. 3540
B.M. 3339
B.M. 3139
3672
4652
4534
4475
T.10


BAKER VALLEY
Jones Allen
Eball
Liebe
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Melville
USA
Long Pine Mt.
O.S.H.D. Radio Site
SHD
Logan
Burke
Phelps
Rees
Carro
Palmer
Dougherty
Briske
Emmert
VIRTUE FLAT
VIRTUE MINE
Palmer
Second Creek
First Cr.
Pleasant Valley
Kitchen Cr.
OREGON TRAIL
Sheep Flat
Bill
Oxman
Dark Canyon
Lander
Miller
Creek
PACIFIC
Powder River
Keating
Pritchard Cr.
T. 10
T. 11 S.

BAKER

U.S.A.

U.S.A.

U.S.A.

Eb

Rhel

Radio Installations

Rd

Rd

Rd

Encina Interchange

Rt 2

ENCI

Barsk

Truck Scale Site

U.S. 30

New Location

Highway

RR.

Dr

Sutton Cr.

Libbo

T.9 S.

T.10 S.

Phelps

12'x13' RCBC Sta 252+60

12'x13' RCBC Sta. 286+00

13'x16' RCBC Sta 380+20

8'x8' RCBC Sta 426+75

R.R.

R.R.

350

300

400

450

600

Radio Installations

U.S.A.

Rhelps

Road

Bargk

Truck Scale Site

U.S. 30

New Location

Existing Highway

Sutton Cr.

T.9S.

T.10S.

12'x13' RCBC Sta 252+01

12'x13' RCBC Sta 286+00

13'x16' RCBC Sta 380+60

8'x8' RCBC Sta 476+75

Encina Interchange

Rt. 2

ENCINA

RR.

Dead

Pal

Ch 25

350

300

400

450

500

550

600

FORM E-30 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

LaGrande, Oregon
May 26, 1967

RECEIVED
MAY 29 1967

To: D. H. Moehring
Right of Way Engineer
Salem

Attention K. A. Chatwood

SUBJECT: Supplemental
Justification of Unerpass, Station 252+60
South Baker Interchange-Encina
Old Oregon Trail Highway
Baker County

A further study has been made of the underpass, Station 252+60, with the cooperation of Scott Coulter and Ralph Carter. During the additional study it was found that approximately 1900 acres would be affected if this underpass were eliminated. All but 40 acres of this area is considered range land, but without this underpass, there would be no way for vehicles to enter the property for the maintenance of fencing, water holes, and other general work. The properties affected would be Burke, 620 acres; Ebell, 680 acres; Newhouse, 40 acres; Allen, 160 acres; B.L.M., 400 acres. It is my opinion that this restriction of access would depreciate the land $5.00 per acre.

The 40 acres mentioned above is owned by Mrs. Newhouse and was retained because it is a source of rock which she has sold for building block and other needs. This pit has not been worked for several years, but I believe there will be some need for it in the future. This material was formerly taken out through the Ebell property, but after the freeway is constructed, the only exit will be through subject underpass. I have included this 40 acres along with the 1900 when a $5.00 per acre damage was assessed; however, I believe that if the time were taken to determine the number of yards or tons that were left in the pit and to study the possible market, a larger damage would accrue to this property if the access were eliminated.

The State Highway Department presently has a 99-year lease on the SW¼ of the NW¼ and the NW¼ of the SW¼, Section 10S, Range 40EWM. Mr. Coulter has estimated that there would be a minimum of 40,000 yards of material in this pit. The direct route to this pit is through subject underpass. If this were eliminated, the material would travel through the underpass at Station 286+00, which would mean an additional haul of 1.4 miles as the major market and use of the material is in the Baker area. This extra haul would amount to 56,000-ton miles at a cost of 20¢ per mile, or a total additional cost of $11,200.00 that the public would eventually have to pay for the use of this material.

A summary of the above information indicates the following damages if the subject underpass is not reestablished: Land, $9,500.00; extra haul from material source, $11,200.00, for a total of $20,700.00

Two other items that should be considered are: The maintenance crews of two power lines gain access to the area through this underpass, and fire protection crews stationed in Baker would have to travel an additional distance if fire were to occur in this area. The extra distance would mean time and evey minute counts in an emergency of this type.

Verne A. Allen

VERNE A. ALLEN
Liaison Agent

VAA/jl

FORM E-30 SON 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

LaGrande, Oregon
May 26, 1967

SUBJECT: Supplemental
Justification of Underpass, Station 426+75
South Baker Interchange-Encina
Old Oregon Trail Highway
Baker County

To: D. H. Moehring
Right of Way Engineer
Salem

Attention K. A. Chatwood

The original justification for this underpass was submitted May 24, 1967. In that report, it was stated that 200 acres would be deprived of water if the underpass were not reestablished and that a loss of $20.00 per acre or a total of $4,000.00 would occur to the property. Also that Mr. Dougharity stated that a large damage would accrue to the balance of the property, but that I felt that this would be small. A further study of the ranch and in talking with other appraisers and ranchers, it is my opinion that there would be a loss of four animal units to the ranch if the underpass were not reestablished and the feed from 200 acres of good range land were lost. A detailed study of the ranch has not been made, but the range land and base land seem to be presently in balance, so if a portion of the range is lost, it affects the whole property.

As stated above, a detailed study has not been made of this particular property, but studies of other properties both north of Baker and south as far as Huntington have indicated that ranches are worth and sell for about $500.00 per animal unit carrying capacity.

The revised study indicates damages to this property, if the underpass is not reestablished, of $4,000.00 to the 200 acres and $2,000.00 to the balance of the ranch, for a total of $6,000.00.

Verne A. Allen

VERNE A. ALLEN
Liaison Agent

VAA/jl

FORM E-20 5OM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

LaGrande, Oregon
May 24, 1967

SUBJECT: Justification of Underpass Extensions
South Baker Interchange-Encina
Old Oregon Trail Highway
Baker County

To: D. H. Hoehring
Right of Way Engineer
Salem

Attention K. A. Chatwood

Attached is a justification report on the extension of four underpasses on the above mentioned section. This two-lane section was constructed about six years ago with the underpasses being justified on an individual and community need rather than a dollar and cents justification.

Time has not allowed me to make a detailed inspection of each property and one owner, Mr. Burke, has not been contacted; but it is my opinion that two of the underpasses, Stations 286+00 and 390+60, can be justified, and the other two, 252+60 and 426+75, would not qualify under a dollar and cents justification but they do have definite need for the individuals involved.

I will mention that if the underpasses are not extended, the State will be subject to a great deal of adverse criticism by the people in the area. I have talked to several of them and they cannot understand why an underpass constructed just six years ago and presumably thought necessary at the time, should now be destroyed, when land values have increased in the area. They felt that it is a great waste of money, poor planning, and utter disregard for the needs of the individuals and community by the Oregon State Highway Department and the B.P.R. There has been suggestions made that our congressmen should be acquainted with the situation and see if they cannot do somethingabout it. It is my opinion that it would be worth a great deal to the State and the B.P.R. to avoid this type of situation.

This general area is bounded on the south by the old and new highways, on the west by the Baker Metropolitan area, on the east by more range land and the north by the Baker Homestead Highway. This highway is several miles to the north and access to subject area would be through Virtue Flats and up very steep grades; and as the home ranch for the most of this range area is southerly of the old highway, access through Virtue Flats would be a roundabout route of many miles. Up to a short time ago, access was gained to some of this range land from the old highway opposite Station 490+00. This access was through the Briske property, but recently he has placed no tresspassing signs on the gate and according to the neighbors, he is very determined that no one will cross his land.

Scott Coulter, Assistant Division Engineer, and I drove over a portion of the range land served by these underpasses. We drove approximately 12 miles north and eastward, returning to the highway several miles to the east. There was additional range land to the west that we did not cover. This was the area that we felt could be served by the subject underpasses, and this would amount to several thousand acres.

An individual narrative of each of the four underpasses follows as well as comments by Mr. Coulter.

Also attached are county maps showing the approximate location of the underpasses in red, and the land areas served by them.

VERNE A. ALLEN
Liaison Agent

VAA/jl
Attach

JUSTIFICATION OF EXTENSION OF 12X13 UNDERPASS STATION 252+60

This underpass directly serves the Burke property, the Ebell property to the north, and the Phelps property to the east, and also the B.L.M. land to the east. The Oregon State Highway Department has a 99 year lease, expiration in 2025, on the SW¼NW¼ and the NW¼SW¼, Section 10 S., 40 E.W.M. This is for a material source, but the owner also has the right to take gravel from the area, and there are indications that the pit is being worked on a continual, if not excessive, basis. This underpass is also being used by the maintenance crews of the pipe line companies and the power companies.

Probably a dollar and cents justification cannot be made on this structure, although the feeling in the area is very strong that it should be continued. An alternative to extending the structure would be the acquiring of land for public use along the northerly side of the new highway from Station 286+00 back to Station 252+60, a distance of about 3400 feet. There is presently a dirt road in this location that would need to be upgraded and the installation of two drainage facilites and fills through two ravines. This public use r/w would also need to be fenced. This access road would give some service to the area but unless the road was quite well constructed, it would be difficult for the owners and the State to remove gravel and material from the aforementioned material source.

JUSTIFICATION OF EXTENSION OF 12X13 UNDERPASS STATION 286+00

This structure directly serves the northerly portion of the Phelps ranch, approximately 2,000 acres of range land. The ranch headquarters, buildings, lie just south of the old highway at about Station 285+00. There are also several hundred acres of B.L.M. range land served by this underpass. It is my opinion that the Phelps range land would suffer a damage of at least $5.00 per acre if this structure were not reestablished. This range would be difficult to get to from the north because of the distance from other public roadways and the steep terrain. This structure also serves as access to a beacon light, and to four radio and relay stations located high on a hill just northerly of said structure. These stations are operated by the Union Pacific Railroad, Oregon State Highway Department, Baker County, and the State Police. A roadway has been constructed to these stations at a considerable expense because of the steep grades necessary to get to the mountain top. The pipe line and power line need this access so that their maintenance crews can service the facilities. I have not determined the average number of trips that would be required to service these facilites in a year or to the damage that might occur in an emergency if the crews had to take a long, roundabout route to reach the site, but it is my opinion that the damage to the range land of one ownership of approximately $10,000.00, plus the cost of building additional roads to the radio sites, and the capitalized additional costs of reaching these facilities would be much more than the cost of extending this structure, which is estimated to be $2,334.00.

JUSTIFICATION OF EXTENSION OF 16X13 UNDERPASS STATION 390+60.

This structure serves as a continuation of the county road system in this area. These roads are not at the present time maintained by the county, however they were established many years ago for access for the many thousands of acres of land lying northerly of the highway. The ranchers in the area repeatedly said these were county roads that were served by this underpass, but the county maps did not show them. However, a check of old Baker County Commissioner's reports and surveyor's records show them to be county roads.

This underpass also serves the Werschkul, Williams, Miller, and Perrin properties. It gives access for the cattle and for vehicles and equipment for maintenance of fences and water sources. It has not been determined just how many acres of range land are served by this structure, but it is my opinion that a damage of $5.00 per acre would accrue to several thousand acres. Because of this damage and that this structure is considered a part of the county road system, I don't believe there is any doubt that this structure should be extended.

JUSTIFICATION OF EXTENSION OF S&S UNDERPASS STATION 426+75

This structure serves what is known as the Dougharity property. Mr. Dougharity has recently sold this property on contract to Jack Gillenberg, but because it is on contract, he feels that he is responsible for the negotiations and will not let this underpass be deleted without a fight in the courts and by any other means that he can think of.

This underpass servies as a way to water for about 200 acres of range land that otherwise would be worthless. This land lies between the old and new highways. His well and water system is located northerly of the highway at about Station 429+00. The present underpass is fenced so the cattle can roam freely between both sides of the new highway. Loss of this structure would damage the 200 acres lying southerly of the new highway $20.00 per acre, and according to Mr. Dougharity, would cause an additional damage to the balance of the ranch. Vehicular access to this land lying northerly of the new highway is through the underpass at station 390+60.

A dollar and cents justification for the extension of this underpass cannot be made. The $4,000.00 damages to the 200 acres lying southerly of the highway plus little, if any, damage to the balance of the property would not justify the spending of $11,000.00, estimated cost, for the extension. However, I believe that Mr. Dougharity will fight very hard by all means possible to keep it. When the property was purchased for the present highway, he told me that he was assured that if the highway was widened to four lanes, the underpass would be extended. I am sure that what he was told was that if the underpass was not extended, the settlement would have to be renegotiated.

Even though this structure cannot be justified on a dollar and cents value, I believe that much thought and consideration should be given to the foregoing reasons before deleting it.

I 11-7(21)305

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section S. Baker Intchg. - Encina Intchg. Unit 12'X13' R.C.B.C. 252+60
Highway Old Oregon Trail County Baker Prefix ____
Length ____ Designer D.E. Keyes Draftsman ____ Date 5-16-67

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Remove Wingwalls & Parapet (Not a bid item. Included in Clearing & Grubbing)						400
General Excavation	Cu.Yd.	180	20	200	0.35	70
Trench Excavation	Cu.Yd.	80	8	88	3.00	264
Class "A" Concrete	Cu.Yd.	190	19	209	55.00	11,495
Reinforcement	Lbs.	43,590	4,359	47,949	0.15	7,192
				Total		$19,421

Total ____

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section S. Baker Intchg. - Encina Intchg. Unit 12'x13' R.C.B.C. 2864.00
Highway Old Oregon Trail County Baker Prefix ____
Length ____ Designer R.E. Keyes Draftsman ____ Date 5-16-[illegible]

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Remove Wingwalls & Parapet (Not a bid item. Included in Clearing & Grubbing)						400
Trench Excavation	Cu.Yd.	70	7	77	3.00	231
Class "A" Concrete	Cu.Yd.	174	17	191	55.00	10,505
Reinforcement	Lbs.	39,660	3,966	43,626	0.15	6,543.90
12" Culvert Pipe	Lin.Ft.	24	2	26	3.75	98
				Total		17,777

Total ____

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Section S. Baker Intchg. - Encina Intchg. Unit 16'x13' R.C.B.C. 390+60
Highway Old Oregon Trail County Baker Prefix ____
Length ____ Designer R.E. Keyes Draftsman ____ Date 5-16-67

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Remove Wingwalls & Parapet (Not a bid item. Included in Clearing & Grubbing)						500
Trench Excavation	Cu.Yd.	120	12	132	3.00	396
Class "A" Concrete	Cu.Yd.	223	22	245	55.00	13,475
Reinforcement	Lbs.	44,751	4,475	49,226	0.15	7,384
				Total		21,755

Total ____

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Section S. Baker Intchg.-Encina Intchg. Unit 8'x8' R.C.B.C. 426+75
Highway Old Oregon Trail County Baker Prefix ____
Length ____ Designer D.E. Keyes Draftsman ____ Date 5-16-67

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Remove Wingwalls & Parapet (Not a bid item. Included in Clearing & Grubbing)						250
Trench Excavation	Cu.Yd.	50	5	55	3.00	165
Class "A" Concrete	Cu.Yd.	103	10	113	55.00	6,215
Reinforcement	Lbs.	15,677	1,568	17,245	0.15	2,587
				Total		9,217

Total ____

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MAY 22 1967
FOR FILING

FORM E-20 FORM 10-68 SP*23401.734

I-80N-7(21)30[illegible]
1019

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 16, 1967

SUBJECT:

To: Tom Edwards
Assistant State Highway
Engineer
B U I L D I N G

Dick Nichols of the Bureau of Public Roads has suggested verbally that the Highway Department, on the forthcoming South Baker-Encina Section, include not only the new signing for the new section, but also 30-foot setbacks and break-away sign bases on the existing signing on the Baker - Pleasant Valley Section. The signing on the latter section was installed several years ago.

If you approve of this work, I will see that it is included in the forthcoming contract.

L. E. George
Assistant Traffic Engineer

Copy to → 5-22-67

LEG:mk

Copy

Noted
TOM EDWARDS

RECEIVED
MAY 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted] DEPARTMENT OF COMMERCE
[redacted] BUREAU OF PUBLIC ROADS
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 16, 1967

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-80N-7(21)306
South Baker Interchange - Encina

Attached are copies of correspondence concerning, among others, four underpasses on this project. The passes in question are located at station 252+60, 286+00, 390+60 and 426+75. The correspondence will indicate that provision of the underpasses under the two lanes of the original construction was justified and we concurred.

Current construction plans show that each of them is to be extended under the additional two lanes. Due to events which may have transpired from the time of the original construction, such as changes in ownership, abandonment of facilities, changes in construction and land costs, etc., we feel the feasibility of extending these passes should be restudied. We understand some of them may be serving a purpose in addition to service of the adjoining land, such as utility crossings or providing access to other lands in the area.

In any event, the study should be conducted to determine the economic, or any other, justification for their extension.

Enclosure

REFERRED TO
Morelock
Asst. Const. Engr.

Please have this checked.
B. T.

REFERRED TO
Morgan - Young
By Asst. State Hwy. Engr.

5-19-67

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pass
Morelock
Trout
Scott
Willis
Litchfield
Olson

RECEIVED
MAY 1 1967
CONSTRUCTION DIVISION

RECEIVED
MAY 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO Construction Engineer

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
[illegible] MEIERJURGEN, CHAIRMAN, BEAVERTON
[illegible] D. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG. 1400 S. W. 5TH AVENUE
PORTLAND 97201

RECEIVED
MAY 1 5 1967
CONSTRUCTION DIVISION

Routing: Date, Frederick, Irvine, Scott, Will, Litchfield, Olson

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

I-80N-1(31) 36
7019

May 15, 1967

Mr. Forrest Cooper
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Listed below in conjunction with our comments are the titles of the proposed highway projects mentioned in your April 27, 1967 letter:

North Hill-Deer Creek Section, Oakland-Shady Highway, Douglas County.

Beaverton-Progress Section, Beaverton-Tigard Highway, Washington County.

South Baker Interchange-Encina Section, Old Oregon Trail Highway, Baker County.

Jacksonville ("E" Street) Section, City Street, Jackson County.

5-19-67 Copies to:
F.B. Klaboe
L.H. Young
Frank Hall (5)
T.C. Roake
J.E. Morelock
L.W. Rulien (4)
L.R. Chandler (4)
A.F. Parson (2)
fw

NOTED
F. B. KLABOE

We anticipate no fishery conflicts as a result of construction on the above projects.

Milwaukie-Harmony Road Interchange Section, Clackamas Highway, Clackamas County.

The 800-foot-long channel change shown on Johnson Creek is on a four percent grade. Large boulders should be placed in staggered locations to break up the increased stream velocities caused by the increased gradient.

We appreciate the opportunity to comment on these projects.

Sincerely,

BURT CARNEGIE
HYDRAULICS ENGINEER

5-17-67

cc: Oregon State Game Commission

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MAY 1 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 15 1967
OREGON STATE HIGHWAY DEPT.

FOR FILING
I-80N-7(21)
7019

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 15, 1967
Salem, Oregon

To: F. D. Morgan
Construction Engineer
O F F I C E

SUBJECT: Addendum to "Project Base Design" dated March 3, 1967
S. Baker Interchange - Encina
Old Oregon Trail Highway (FAR 1)
Baker County

Attention: G. L. Decker

Mr. R. A. Nichols, Bureau of Public Roads, requested traffic for the "Existing Roadway" be revised to conform with IM 21-1-67.

Attached is a Traffic Analysis sheet based on 1961-1981 traffic as reported by the Traffic Division. The Traffic Coefficient for 1961-1981 is 9.18 or 9.2 and for 1965-1985 is 9.24; and no change is necessary in the Traffic Coefficient for the revised design period.

Therefore the 2.5" minimum A.C. Overlay as recommended on "Project Base Design" will be adequate to bring this section to an acceptable serviceability index thru the design year 1981.

F. W. Yarbrough
Staff Assistant

C. J. Gregg
Asst. Section Supvr.

Attachment

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer

CJG:wjh

RECEIVED
MAY 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SECTION: S. BAKER INTERCHANGE - ENCINA

HIGHWAY: OLD OREGON TRAIL #6

COUNTY: BAKER

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1961 Present ADT 1900 (Total)

B. 1981 Future ADT 4000 (Total)

C. Mean ADT 2950 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 20 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= 0.10 x (C) 2950 = 295

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 295 x (H) 100 % = 295

TRAFFIC COEFFICIENT = K $(I)^{0.119}$

where K = 4.669

= 9.2

RECEIVED
MAY 16 1967

Form CO-12
(11-63)
(Rev. 3)
A.S. 2.1(a)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 11, 1967

In reply refer to: 08-35.6

I-80N-7(3)281
7019

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project I-80N-7(3)281
South Baker Interchange Structure (Bridge No. 9516)
Preliminary Plans

The preliminary plans consisting of Drawings 22744 and 21129 and architectural sketch submitted with Mr. Merchant's letter of April 13 are approved.

Copy Merchant
5-10-67

NOTED
TOM EDWARDS

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 9M 7-66

RECEIVED
MAY 11 1967
DIVISION OF FILING
I-80N-7(15)305
7019

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID C. STEPHENSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

RE: Access Rights
Idaho Power Company Relocation
Baker-Encina Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(21)306

Dear Sir:

Reference is made to your letter of April 27, 1967 and our letter of May 3, 1967 concerning abandonment by Idaho Power Company of their existing easement and access rights on the subject project.

Attached you will find two copies of our letter to Idaho Power Company dated May 3, 1967 which have been signed by a representative of Idaho Power Company thus relinquishing their easement and access rights.

Very truly yours,

F. D. Morgan
Construction Engineer

By Jackson Curtwright
for T. W. Litchfield
Utilities Liaison Engineer

JMC:fw
Attach.
bc F. B. Klaboe
Jack Sollis

RECEIVED
MAY 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SNAKE RIVER
HYDRO POWER

IDAHO POWER COMPANY

BOX 770 • BOISE, IDAHO 83701

May 8, 1967

Mr T W Litchfield
Utilities Liaison Engineer
State Of Oregon
State Highway Department
Salem, Oregon 97310

Re: Access Rights
Baker-Encina Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(21)306
IPCo W.O. No. 33-423-002

Dear Mr Litchfield:

Enclosed is signed copy of your letter of May 3, 1967, as evidence that we have abandoned all easement rights within the highway right of way including access rights, as per your request in that same letter.

Very truly yours,

H T Plumb
Distribution Studies Engineer

HTP:rj

Enclosure

Routing

Morgan
Decker
Bond
Barbee
Walker
Clann
Swan

RECEIVED
MAY 9 1967
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olsen

FORM E-123X REV 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 3, 1967

Idaho Power Company
P.O. Box 770
Boise, Idaho 83701

ATTENTION: Mr. H.T. Plumb
Distribution Studies Engr.

Re: Access Rights
Idaho Power Company Relocation
Baker-Encina Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(21)306
YOUR WORK ORDER: 33-423-002

Gentlemen:

Please refer to your estimate and sketch map as submitted with your letter of February 9, 1967 and our letter of April 7, 1967 authorizing you to proceed with the above-captioned work as of April 4, 1967.

The Bureau of Public Roads requires us to clearly establish the fact that you do not retain any access rights to the easement that you abandoned by performing this work. Therefore, to clarify our files, would you please sign and return the enclosed copy of this letter as evidence that you have abandoned all easement rights within the highway right of way including access rights.

Your cooperation in this matter is greatly appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer

By Julius Cartwright
for T.W. Litchfield
Utilities Liaison Engineer

Attachment

Abandonment of the easement and access rights herein referred to are hereby acknowledged:

IDAHO POWER COMPANY

By _____
Vice Pres., Gen. Counsel

FORM L .28X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAY 9 1967
OFFICE OF STATE HIGHWAY ENGINEER

2 WY 7(21)306
7019

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 3, 1967

NOTED
F.B. KLABOE

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Re: Access Rights
Idaho Power Company Relocation
Baker-Encina Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(21)306

Dear Sir:

Please refer to your letter of April 27, 1967 requesting assurance of the abandonment by Idaho Power Company of their existing easement and access rights within the highway right of way on the subject project.

Abandonment of the easement and access rights has been requested from Idaho Power Company this date. Their acknowledgement of abandonment will be forwarded to you upon receipt.

Very truly yours,

F.D. Morgan
Construction Engineer

By Jackson Litchfield

for T.W. Litchfield
Utilities Liaison Engineer

JMC:sg

cc: ~~F.B. Klaboe~~
Jack Sollis

RECEIVED
MAY 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM B 128X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 3, 1967

Idaho Power Company
P.O. Box 770
Boise, Idaho 83701

ATTENTION: Mr. H.T. Plumb
Distribution Studies Engr.

Re: Access Rights
Idaho Power Company Relocation
Baker-Encina Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(21)306
YOUR WORK ORDER: 33-423-002

Gentlemen:

Please refer to your estimate and sketch map as submitted with your letter of February 9, 1967 and our letter of April 7, 1967 authorizing you to proceed with the above-captioned work as of April 4, 1967.

The Bureau of Public Roads requires us to clearly establish the fact that you do not retain any access rights to the easement that you abandoned by performing this work. Therefore, to clarify our files, would you please sign and return the enclosed copy of this letter as evidence that you have abandoned all easement rights within the highway right of way including access rights.

Your cooperation in this matter is greatly appreciated.

JMC:sg

cc: F.B. Klaboe
Jack Sollis

Very truly yours,

F.D. Morgan
Construction Engineer

By Jackson Litchfield

for T.W. Litchfield
Utilities Liaison Engineer

Attachment

Abandonment of the easement and access rights herein referred to are hereby acknowledged:

IDAHO POWER COMPANY

By _____

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
APR 28 1967

I 8.1-1(21) .5 C
2019

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. Box 3503
PORTLAND, OREGON 97208

Routing
Pease
Moreland
Trout
Scott
Wills
Litchfield
Olsen
Jon
Decker
Bond
Barbee
Walker
Clonn
Swan

RECEIVED
MAY 1 1967
CONSTRUCTION
DIVISION

May 3, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of April 27, 1967 requesting our comments on a number of proposed projects.

The projects concerned are as follow:

1. North Hill-Deer Creek Section, Oakland-Shady Highway, Douglas County
2. West City Limits-St. Johns Bridge(Portland)Section, Columbia River Highway, Multnomah County
3. Milwaukie-Harmony Road Interchange Section, Clackamas Highway, Clackamas County.

4. Azalea-Glendale Junction Section, Pacific Highway, Douglas County
5. Cedar Hills Boulevard at Jenkins Road Section, FAS 838 and 676, Washington County
6. Beaverton-Progress Section, Beaverton-Tigard Highway, Washington County
7. Silverton Road-Sunnyview Avenue Section, FAS 741, Marion County
8. South Baker Interchange-Encina Section, Old Oregon Trail Highway, Baker County
9. Jacksonville("E" Street)Section, City Street, Jackson County
10. Willamette River-N.W. Johnson Section, Stadium Freeway, Multnomah County
11. Cape Sebastian Section, Oregon Coast Highway, Curry County
12. Ontario Section, Old Oregon Trail Highway, Malheur County
13. Talent Section, Pacific Highway, Jackson County

We have reviewed the plans for the above projects and feel that no conflict with fishery resources will result from the construction. The plans are approved.

We appreciate the opportunity to review the proposals.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-4-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (13)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. W. Rulien (8)
R. D. Asburry (2)
L. R. Chandler (10)
A. F. Parson (4)
fw

RECEIVED
MAY 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1967

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I 80N-7(21)306
7019

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 27, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-7(21)306
Baker - Encina Section
Idaho Power Company Utility Adjustment

In our April 4, 1967 authorization to proceed with the subject utility adjustment, we inadvertently failed to obtain assurance that the company's existing easement and access rights have or are being acquired. Prior to our authorization to advertise the physical construction on May 24, 1967 such assurance must be obtained in addition to further advice as to the current status of the adjustment.

4-28-67
REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR.

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABO

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 17 1967
COMMISSIONER
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. RIDDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I 20.1-9(21) 302
1017

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 13, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage St., N.E.
Salem, Oregon

Subject: South Baker Interchange
South Baker Interchange-Encina
Section of the
Old Oregon Trail Highway
Baker County
Br. No. 9516

Dear Sir:

Transmitted herewith, are two prints each of the plan and elevation Dwg. No. 22744, foundation data drawing, vicinity map Dwg. No. 21129 and architectural sketch of the subject project.

The length and width of the structure and the location of the bents were determined by the alignment, grades, cross sections and setback requirements established for the project. For the span lengths involved, a poured-in-place concrete box is the most economical choice. Due to the extreme width of this structure, construction joints will be required in the median area.

The foundation data indicates the use of steel pile and bents and multiple column spread footing interior bents. The net cost, including a 20% allowance for engineering and contingencies, is $416,000 for the structure based on estimated quantities.

These prints are being sent to you as a preliminary submission for your approval. Please give them your earliest consideration.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLW/JEB/mb
Encls.
cc: Tom Edwards
L. H. Young
C. H. Maison

1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 4, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(21)306, Baker - Encina Section
Idaho Power Company Utility Adjustment

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated November 29, 1966, and the above-mentioned utility's letter dated February 9, 1967, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated March 24, 1967.

Our program memorandum dated March 17, 1967 authorized you to proceed with the preparatory work for all utility adjustments, effective on that date. You are now authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966.

4-7-67
Young
Litchfield

NOTED
F. B. KLABOE

APR 5 1967

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-124
(11-63)
(Prcs. by
A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

MAR 20

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 17, 1967

In reply refer to: 08-35.3-EC

FROM 701.9 : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's February 28 letter requested inclusion of one item in the subject program. This Stage 2 Interstate project is approved today.

Item	Project	Location	Work
486	I-80N-7(21)306	Baker-Encina Sec.	Utility Adj.

You are authorized to proceed with utility preparatory work effective today.

This approval provides for improvement on 5.3 miles of Interstate Highway at a total estimated cost of $14,500 of which $13,300 is reserved as Federal-aid Interstate funds.

3-20-67

REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

RECEIVED
MAR 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section S. BAKER INTERCHANGE - ENCINA Highway OLD OREGON TRAIL (FAR 1) County BAKER Prefix 601-1915

Res. Engr. _____ Approx. Length 7± Miles. Sta. 2261± thru eq. to Sta. 466+ Date 3-3-67

Truck A.D.T. 310 Traffic Coefficient 9.2 18 kip s.a. per day 217.1.

Annual Precipitation 10"± Frost Penetration 36"+.

(1)

Typical Soil

38	LL
6	PI
99	%P 10
74	%P200
1	%Gravel
5	%C Sand
20	%F Sand
58	%Silt
16	%Clay
10	"R" Value
[redacted]	

AASHO CLASSIFICATION:

A-4(8)

MATERIAL SOURCES:

To be determined by the Engineer.

CBE Total Req.	Credit	Actual Thick.	
	12.0	6.0	A.[illegible]
	5.5	3.0	P.[illegible]B.B.
	12.0	12.0	Cr. Base
29.5	29.5	21.0	

(1)The material for this project consists of water deposited clay, silt, sand, and pea gravel in lenses of varying thickness, and it is extremely doubtful if the granular material available in excavations can economically and consistantly be placed in the upper portion of the subgrade.

The 2.0" A.C. (Final Application) is included as part of the present contract, this is necessary in order to complete the project before the Interstate program expires.

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by E. J. Berg
FOR Staff Assistant

Recommended by L. E. Wilson
Asst. Engineer of Materials

Recommended by L. L. Ockerson
asst Construction Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section S. BAKER INTERCHANGE - ENCINA Highway OLD OREGON TRAIL (FAR 1) County BAKER Prefix 601-1915

Res. Engr. _____ Approx. Length 7+ Miles. Sta. 2261+ thru eq. to Sta. 466+ Date 3-3-67

Truck A.D.T. 310 Traffic Coefficient 9.2 18 kip s.a. per day 217.1.

Annual Precipitation 10"+ Frost Penetration 36"+.

EXISTING ROADWAY

(1)
Typical Soil
32 LL
8 PI
76 %P 10
37 %P200
24 %Gravel
21 %C Sand
17 %F Sand
38 %Silt
9 %Clay
15 "R" Value
[redacted]

AASHO CLASSIFICATION:
A-4(1)

MATERIAL SOURCES:
To be determined by the Engineer.

2.5" Minimum Asphaltic Concrete Overlay w/an extra allowance for leveling, etc.

IN PLACE

From "As Constructed Plans" - 1963

Sta. 186+ - 191+
4.0" A.C.
2.0" Level
12.0" Cr. Base

Sta. 191+ - 465+
4.0" A.C.
2.0" Level
9.0" Cr. Base
18.0" S.S.M.

Actual Thickness November - 1966
5.0" - 6.0" A.C.
7.0" - 13.5" Base
12.0" - 21.0" S.S.M.

(1) Silty Sand

Note: See Page 3 for values assigned "In Place" material.

	CBE Total Req.	Credit	Actual Thick.	
		5.0	2.5	Min. A.C. Overlay
IN PLACE (Average)		10.0	5.5	A.C.
		8.0	10.0	Base
		5.0	13.5	S.S.M.
	28.0	28.0	31.5	

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	PMBB	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
90 - 240	3.5"	3.0"	- - -	14.5"	27.0"	21.0"
30 - 90	3.5"	- - -	2.0"	15.0"	24.0"	20.5"
8 - 30	3.0"	- - -	2.0"	13.0"	21.0"	18.0"
1 - 8	2.0"	- - -	2.0"	14.0"	*17.5"	18.0"
Cars Only	2.0"	- - -	2.0"	14.0"	*13.0"	18.0"

*The course base has been increased until the total structure thickness is equal to ½ the depth of frost penetration. 36" is considered to be minimum in this area.

Should substitutions be made use the "CBE" column to obtain total thickness required and the table below for values:

"NEW WORK"

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base

"EXISTING ROADWAY"

1.0"	Asphaltic Concrete	=	1.8" Crushed Base
1.0"	Base	=	0.8" Crushed Base
1.0"	Selected Subgrade Material	=	0.5" Crushed Base
1.0"	Selected Subgrade Material	=	0.25" Crushed Base

SECTION: S. Baker Interchange - Encina

HIGHWAY: Old Oregon Trail #6

COUNTY: Baker

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1965 Present ADT 2000 (Total)

B. 1985 Future ADT 4200 (Total)

C. Mean ADT 3100 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 20 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .10 x (C) 3100 = 310

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 310 x (H) 100 % = 310

TRAFFIC COEFFICIENT = $K(I)^{0.119}$

where K = 4.669

= 9.2

SECTION: S. Baker Interchange - Encina

HIGHWAY: Old Oregon Trail #6

COUNTY: Baker

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See attached sheet

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Asphaltic Concrete is recommended from an economic standpoint - See attached sheet for comparison of costs.

COST COMPARISON

Asphaltic Concrete

6.0" A.C.
3.0" P.M.B.B.
12.0" Crushed Base

$135,762.05 per two lane mile - Present Worth Costs

Slip Form Continuously Reinforced P.C.C.

8.0" S.F.C.R.P.C.C.
2.0" 3/4"-0 Level Course
*8.0" Crushed Base

$144,670.63 per two lane mile- Present Worth Costs

1966 Average Bid Prices were used for the above computations.

S. BAKER INTERCHANGE - ENCINA
Old Oregon Trail #6
Baker County

"EXISTING ROADWAY"

Station	Hole No.	Depth	Top Size	P#4	P#40	P#200	LL	PI	SE	LAR	OAD P#20	OAD Height	"R" Value	% Nat. Moist.	CLASSIFICATIONS AASHO	CLASSIFICATIONS TEXTURAL
432+00, Left Lane		0 - 5.5" to 8.0"	A.C. 1.0"	40.6	11.4	6.4	24	0	76.2	—	21.00	1.2	82	5.5	A-1-a	Si.Sa.Gr.
		8.0" to 19.0"	1.0"	43.8	13.2	7.9	25	0	58.7	20.7	21.50	1.9	83	7.2	A-1-a	Si.Sa.Gr.
		19.0" to 37.0"	1.5"	49.6	25.5	10.5	25	0	39.3	—	24.28	1.7	65	6.8	A-1-a	Si.Sa.Gr.
		37.0"+	1.5"	67.0	40.7	25.1	34	8	16.3	—	—	—	22	18.7	A-2-4	Gr.Si.Sa.
373+00, Right Lane		0 - 5.5" to 6.5"	A.C. Compared to: 1.0"	40.6	11.4	6.4	24	0	76.2	—	21.00	1.2	82	5.5	A-1-a	Si.Sa.Gr.
		6.5" to 16.0"	1.0"	32.9	10.7	6.7	26	0	49.0	18.8	27.76	1.8	80	6.2	A-1-a	Si.Sa.Gr.
		16.0" to 28.0"	0.75"	50.5	23.3	11.4	24	1	35.5	—	22.80	1.7	49	6.7	A-1-a	Si.Sa.Gr.
		28.0"+	1.5"	84.4	61.0	37.0	32	8	—	—	—	—	15	7.6	A-4(1)	Si.Sa.
320+00, Left Lane		0 - 5.0" to 8.0"	A.C. Compared to: 1.0"	40.6	11.4	6.4	24	0	76.2	—	21.00	1.2	82	5.4	A-1-a	Si.Sa.Gr.
		8.0" to 17.0"	Compared to: 1.0"	32.9	10.7	6.7	26	0	49.0	18.8	27.76	1.8	80	6.0	A-1-a	Si.Sa.Gr.
		17.0" to 35.0"	Compared to: 1.5"	49.6	25.5	10.5	25	0	39.3	—	24.28	1.7	65	6.8	A-1-a	Si.Sa.Gr.
		35.0"+	Compared to: —	99.9	81.8	65.4	45	24	—	—	—	—	15	53.8	A-7-6 (13)	Sa.Cl.

S. BAKER INTERCHANGE - ENCINA
Old Oregon Trail #6
Baker County

"EXISTING ROADWAY"

Station	Hole No.	Depth	Top Size	P#4	P#40	P#200	LL	PI	SE	LAR	OAD P#20	OAD Height	"R" Value	% Nat. Moist.	CLASSIFICATIONS AASHO	CLASSIFICATIONS Textural
276+00, Right Lane		0 - 6.0"	A.C.													
		to 7.5"	1.0"	54.0	18.8	11.4	26	0	56.6	—	19.94	1.5	78	6.8	A-1-a	Si.Sa.Gr.
		to 13.0"	1.5"	44.0	14.5	9.3	26	0	50.0	22.1	19.29	1.9	82	7.8	A-1-a	Si.Sa.Gr.
		to 34.0"	1.5"	70.2	45.1	28.1	34	0	29.7	—	16.03	0.9	44	19.1	A-2-4	Gr.Si.[illegible]
		to 34.0"+	Compared to: —	99.9	81.8	65.4	45	24	—	—	—	—	15	20.7	A-7-6 (13)	Sa.Cl.
245+00, Left Lane		0 - 6.0"	A.C.													
		to 8.0"	Compared to: 1.0"	40.6	11.4	6.4	24	0	76.2	—	21.00	1.2	82	4.5	A-1-a	Si.Sa.Gr.
		to 16.0"	Compared to: 1.0"	32.9	10.7	6.7	26	0	49.0	18.8	27.76	1.8	80	6.0	A-1-a	Si.Sa.Gr.
		to 28.0"	Compared to: 1.5"	70.2	45.1	28.1	34	0	29.7	—	16.03	0.9	44	17.3	A-2-4	Gr.Si.Sa.
		to 28.0"+	Compared to: —	99.9	81.8	65.4	45	24	—	—	—	—	15	38.8	A-7-6 (13)	Sa.Cl.
206+00, Right Lane		0 - 6.0"	A.C.													
		to 8.0"	1.0"	55.0	27.9	16.9	24	0	50.1	—	21.97	1.1	80	4.7	A-1-b	Si.Sa.Gr.
		to 14.0"	1.5"	50.6	17.2	10.1	24	0	52.9	—	22.48	1.7	78	5.4	A-1-a	Si.Sa.Gr.
		to 32.0"	3.5"	63.2	39.5	23.1	37	0	—	—	19.56	1.0	25	16.8	A-1-b	Gr.Si.Sa.
		32.0"+	1.0"	65.9	38.1	18.3	26	2	28.5	—	21.43	2.4	28	8.7	A-1-b	Gr.Si.Sa.

S. BAKER INTERCHANGE - ENCINA
Old Oregon Trail #6
Baker County

"NEW WORK"

Station	Hole No.	Depth	Top Size	P#4	P40	P200	LL	PI	SE	LAR	OAD P#20	OAD Height	"R" Value	% Nat. Moist.	CLASSIFICATIONS AASHO	CLASSIFICATIONS Textural
436+00, Cutbank Left		0 - 15'	1.0"	86.4	66.7	35.2	41	0	37.0	—	—	—	62	—	A-4	Si.Sa.
406+00, Cutbank Left		0 - 15'	—	99.4	89.1	71.4	49	17	—	—	—	—	14	—	A-7-5 (13)	Cl.Si.
		15' - 30'	—	99.9	81.8	65.4	45	24	—	—	—	—	15	—	A-7-6 (13)	Sa. Cl.
360+00, Cutbank Left		0 - 15'	—	99.4	96.3	73.9	38	6	—	—	—	—	16	—	A-4 (8)	Sa.Si.
		15' - 45'	1.0"	67.3	41.2	9.0	23	0	46.6	—	—	—	65	—	A-1-b	Gr.Sa.
330+00, Cutbank Left		0 - 20'	1.5"	93.1	54.5	22.3	32	0	—	—	—	—	65	—	A-2-4	Gr.Si.Sa.
		20' - 40'	—	99.7	92.3	66.9	52	0	—	—	—	—	23	—	A-4 (6)	Sa.Si.
307+00, Cutbank Left		0 - 10'	0.75"	87.9	49.6	20.0	32	0	54.5	—	—	—	61	—	A-1-b	Gr.Si.Sa.
265+00, Cutbank Left		0 - 10'	—	98.7	74.5	40.0	39	0	—	—	—	—	7	—	A-4 (1)	Si.Sa.
240+00, Cutbank Left		0 - 10'	0.75"	95.8	90.8	65.0	35	8	12.0	—	—	—	8	—	A-4 (6)	Cl.Sa.
		10' - 20'	1.0"	95.4	89.1	52.5	29	4	—	—	—	—	10	—	A-4 (4)	Si.Sa.
		20' - 30'	1.0"	94.9	87.3	45.6	29	3	—	—	—	—	14	—	A-4 (2)	Si.Sa.
		30' - 40'	—	99.8	86.0	43.7	30	3	—	—	—	—	10	—	A-4 (2)	Si.Sa.
		40' - 60'	—	99.9	98.4	34.2	26	0	—	—	—	—	13	—	A-2-4	Si.Sa.
210+00, Cutbank Left		0 - 8'	1.0"	94.8	67.7	31.6	52	3	—	—	—	—	20	—	A-2-5	Si.Sa.
		8' - 12'	—	97.4	92.8	85.0	96	45	10.1	—	—	—	15	—	A-7-5 (20)	Cl.

FORM E-30X—80M—6-59—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

SUBJECT:

To:

L

[illegible]
[illegible]
[illegible]

[illegible] our study is now indicated that it was [illegible] is an access structure for [illegible]. This is [illegible] of Lemon Pike. It was brought by our field office that [illegible] [illegible] elimination of an access structure to this location. A survey at Crescent Lodge has proved to be a route of eliminating this structure.

[illegible] three plans of access [illegible] This may [illegible] is valued at approximately [illegible].

[illegible] this structure would be provided at a cost of approximately $6,000. Cost of right of way lands, plus [illegible], would be approximately $6,000--a total cost of approximately $12,000.

[illegible] this structure would be provided at a [illegible] cost of approximately $6,000. Cost of right of way lands, plus [illegible], would be approximately $6,000--a total cost of approximately $12,000.

A third alternate has been brought [illegible]. It would provide an access [illegible] would be involved. The cost of right of way [illegible] to [illegible] Pike. This, also, is the most [illegible].

It appears that it will be necessary to obtain this [illegible]. We feel that our [illegible] would be very poor on the basis of keeping all access to a route of this value.

We recommend that two [illegible] be used to [illegible] [illegible] which would provide only the access structure to the [illegible]. We also [illegible], be the point of [illegible]; and we shall [illegible] the Bay Municipals in accordance with [illegible] the Bureau of Public Roads will participate fully.

We await your [illegible] on this point.

[illegible]
Right of Way Engineer

cc [illegible]
[illegible]
bcc Mr. C. J. Mathios ✓

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESEMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 2, 1959

Act	Info
✓	DIV. ENGR.
	DIST. ENGR. EAR
	OFFICE ENGR.
	PROG. & PLAN.
	CIRCULATE
✓	
✓	
✓	
	FILE/NO

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD C. LINDAS
CHIEF COUNSEL

File
I-82-7(2)
Baker-Nyssa
Valley

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

By letter dated January 21, 1959, you requested appraisals on several properties to justify proposed construction of access structures. We have had an investigation made. The results follow:

File No. 28045 - Burke. Plans call for a 12' x 13' structure, 67 feet in length. We estimate the cost at approximately $11,000. Estimated damages to the owner through elimination of this structure are $7,750; however, we believe the structure can be justified on the basis that the State makes rather extensive use of a 40-acre gravel pit, which would access via this structure. The structure has also a secondary function of handling minor drainage.

File No. 28047 - Phelps. A 12' x 13' structure, 68 feet in length, is planned. We estimate the cost at approximately $11,000. We estimate the damage to the owner through elimination of this structure at $25,000. This structure is also needed by the CAA for access to its air-line beacon. Construction is clearly justified.

File No. 28049 - Werschkul. A 16' x 13' structure, 61 feet in length, will cost approximately $13,000. Elimination of this structure would create a damage to the owner estimated at $25,000. In addition, damages would accrue to two adjoining owners in an additional $5,000. The structure is on a county road. Construction is clearly justified.

File No. 28051 - Dougharity. An 8' x 8' structure, 54 feet in length, will cost an estimated $5,000. Damage to the owner through elimination of the structure is estimated at $9,500. Construction appears clearly justified.

File No. 28052 - Briske. Our studies have indicated that it was not economically feasible to provide an access structure for Mr. Briske in the vicinity of Station 536. I am informed by our field office that an option has been obtained, providing for elimination of an access structure at this location. A saving of several thousand dollars has accrued as a result of eliminating this structure.

File Nos. 28055, 28056, and 28965 - Troy. Three plans of access have been investigated on the Troy Ranch. The Troy Ranch is valued at approximately $125,000.

Under Plan A, five structures would be provided at a cost of approximately $94,000. Cost of right-of-way taking, plus damages, would be approximately $46,000—or a total cost of approximately $140,000.

Under Plan B, only two structures would be provided at a structural cost of approximately $30,000. Cost of right of way, plus damages, would be approximately $58,000 —or a total cost of about $88,000.

A third alternative has been investigated. It would provide no access. Under this plan, no structural costs would be involved. The cost of right of way, plus damages, is estimated not to exceed $76,000; thus, Plan C is the least expensive alternate.

It appears that it will be necessary to condemn this property. We feel that our position in court would be very poor on the basis of denying all access to a ranch of this value.

While it would appear that the cheapest solution to the problem would be to allow no crossings at all on the property, we do not believe that this is the proper approach to this acquisition. Besides the fact that we would be severely criticized for splitting a ranch of this type, we could well be assessed damages in court far in excess of those estimated by our appraisers. The Troys have been very bitter about this whole matter and will doubtless use every means at their command to embarrass the State and the Bureau to build up a case for high damages.

It is my recommendation that we attempt to settle on the basis of two accesses as noted under Plan B above. This is, of course, predicated upon the Bureau giving full participation of the right of way. As we can only acquire the property on full participation by the Bureau, please advise us how to proceed.

Very truly yours,

W. C. Williams
State Highway Engineer

By
Forrest Cooper
Deputy State Highway Engineer

RECEIVED
MAR 2 - 1967
FOR FILING
I-80N-7(21)306
7019

February 28, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Interstate Project, Item 486, Project No. I-80N-7(21)306, Baker-Encina Section (Utility Adjustment) which we desire to have included in the Federal-Aid Interstate Highway Program.

We hereby request your authorization to proceed with the Utility Preparatory Work relative to the adjustments.

It is our present intention to add the highway construction phase to the project by PE-9 at a later date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

RNC:ed

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21

	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	I-80N 1.5 mi. S. of Baker S. 5.3 mi. 21 65	**ADT**	2,000	4,200 (66) (70)	87 (71)

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH
CARD 3	Utility Adjustment 28 62	(63) (65)	(66) (69)	(69)	(70)	(71)	(72) (73)	(74)

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Interstate	B
	NAME OF URBAN AREA 17-31	ROUTE NO. I / FEDERAL-AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
1							I-80N 1.5 mi. S. of Baker S. 5.3 mi. (Baker-Encina Section)			
5					**PE**					
5					**ROW**					
5					**CONST** (CODE) Y060				(3,700,000) 14,500	13,300
								5.3	14,500	13,300

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

(16) (23) (24)

I-80N-7(20)306. This project is being pro
utility clearance. The construction phase
later date.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	2,000	4,200 (66) (70)	87 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	486 (14) (18)

SUFV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG.
					I- 14 23	80- 7	7(21) 13	306	N 27

COUNTY NAME: Baker — CODE: 001 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-80N (32) — STATE (36) (37) — U.S.: I-80N (41)

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (78)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Utility Adj. Incl. Prep. Work. (Fut. 2-12' lanes H.T. pave. with 10' R & 6' L shldrs. to provide with existing facility ultimate 4-14' lanes with 76' med.)
					ROW - 300' Normal; Access Control-Full; Parking Restrictions-Complete.
	(3,700,000) 14,500	13,300	800		
5.3	14,500	13,300	800		

(16) (23) (24) (33)

REMARKS: Additional Data - Item 470, Project I-80N-7(20)306. This project is being programmed to facilitate construction phase by early utility clearance. The construction phase will be added to the project by PR-9 at a later date.

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
OCT 27 1966

I-xxN-7(20)306

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 24, 1966

In reply refer to: 08-35.EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's October 19, 1966 letter requested the inclusion of one item in the subject program. This Stage 2 preliminary engineering project is approved today and is detailed as follows:

Item	Project	Location	Work
470	I-80N-7(20)306	Baker-Encina Section	P.E.

Under the provisions of IM 21-7-66 you are authorized to proceed with both phases of preliminary engineering effective this date.

This action provides for preliminary engineering for 5.3 miles of Interstate at a total estimated cost of $10,000 of which $9,200 is reserved as Federal-aid Interstate funds.

NOTED
F.B. KLOOS

Young
10-26-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-80N-7(21) S. Baker Interch.-Encina Sec.
305
#7019

CONFIDENTIAL

NFIDENTIAL

FORM S-90 REV 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26, 1968

CONFIDENTIAL

SUBJECT: Special Board of Inquiry,
Rental of Tractor

To: Mr. Fred Klaboe
Asst. State Highway Engineer

BUILDING

GENERAL

As directed, the Special Highway Board of Inquiry convened in Baker, Oregon on December 18, 1968, to question all available parties concerning alleged irregularities involving the rental of a tractor by a highway inspector to the contractor and permitting the use of a county motor grader on the South Baker Interchange-Encina Interchange Old Oregon Trail Project; Mr. Charles T. Parker, Construction Company, prime contractor; and Mr. L. V. Blickenstaff in charge.

The Board took recorded testimony for six hours, and questioned ten individuals: Vernon Skoog, Assistant Controller; L. H. Young, Program and Planning Engineer; A. F. Parson, Division Engineer; Gerald Kahler, Engineering Aide, now terminated; Marvin Schmidt, Inspector; Jim L. Galyen, Head Chainman and Inspector; George F. Strawn, Draftsman and Officeman; Joe F. Hayse, Inspector; Theodore L. Schroeder, Inspector; and Lester V. Blickenstaff, Resident Engineer. The Board of Inquiry deliberated on the findings for a period of an hour and a half and the members were unanimous in their conclusions and recommendations.

This report includes the following supplemental material: Enclosure No. 1 - the letter dated November 23, 1968, from Gerald Kahler, a previous employee of the Highway Department, questioning the rental of a tractor by an inspector and the use of a county grader; Enclosure No. 2 - a report dated December 2, 1968, by C. H. Maison, Controller, concerning the billings for the rental of the tractor; Enclosure No. 3 - a report dated December 2, 1968, from L. H. Young, Program and Planning Engineer, concerning the preliminary investigation made by Fred Klaboe and himself in Baker; Enclosure No. 4 - a copy of U. S. Bureau of Public Roads, PPM 21-6.3 relating to the use of publicly owned equipment; Enclosure No. 5 - a letter dated December 2, 1968 from Baker County Judge Lloyd Rea, confirming the rental for two days of a motor grader; Enclosure No. 6 - various general daily progress reports and records of force-account work relative to the rental of the tractor in question; and Enclosure No. 7 - a summary by individuals of the testimony taken by the Board.

FINDINGS

1. The rental of the motor grader from Baker County for two days appeared to be justified under the emergency clause of the Bureau of Public Roads, PPM 21-6.3, paragraph 18.

2. A Fordson 22-horsepower tractor and auger owned by Theodore Schroeder, an inspector, was rented by Mr. Schroeder's wife to Sam Saunders, Superintendent for Charles T. Parker Construction Company. It was used on the project about ten days on various kinds of work, on both bid items and force-account work.

3. Inspector Schroeder arranged such rental willfully, such transaction worked out in his wife's name and he was fully aware that such rental was against regulations. Mr. Schroeder stated that he did not discuss it with Mr. L. V. Blickenstaff, his supervisor, to avoid implicating Mr. Blickenstaff. Further, he signed the Daily Record of Force-Account work, confirming the use of the tractor. In this respect, he was in the position of determining the time for payment that his own tractor was working on the projectand for which his wife would be paid.

4. Lester V. Blickenstaff, Resident Engineer, learned that the inspector-owned tractor was on the project a few days after it arrived. Though he admitted that he was fully aware of regulations prohibiting such a transaction and also that he knew it was prohibited in the contract for the project; he did nothing to remove it from the project or to discipline inspector Schroeder, who owned the equipment. He justified this on the basis that the contract was almost complete, and the inspector's honesty was beyond reproach, and because he did not want to stir up an investigation or cause any other trouble.

5. According to testimony, Samuel Saunders, as agent for Charles T. Parker Construction Company, also acted improperly in approaching inspector Schroeder for rental of the tractor, and this might be interpreted as a breach of provisions in the contract.

6. The Board found no evidence of collusion, fraud, bribery, or other criminal actions involved in the rental of the tractor.

RECOMMENDATIONS, IMMEDIATE

1. That the Highway Legal Division review the propriety of the Department paying for the force-account work involving the rental of this tractor on the basis that it may not be a valid claim if there is a breach of contract.

2. That Theodore Schroeder be suspended without pay for a period of thirty days for willful violation of Federal and Department regulations, and be returned to other than inspection duties.

3. That Lester V. Blickenstaff, who was in responsible charge and did absolutely nothing to correct the situation even though he was fully aware that it was wrong, be demoted from Highway Engineer 4 at $1,110 per month to Highway Engineer 3 at $950 per month and assigned to an appropriate location as an Assistant Resident Engineer, preferably on location work and not associated with Construction. The Board viewed this as a most serious matter, and one that involves the very integrity of the entire Department in one of the most sensitive areas of all our dealings. It is the belief of the Board that this type of thing cannot be tolerated and that firm action is required to prevent it ever occuring again.

RECOMMENDATIONS, GENERAL

1. Though there appear to be general knowledge on the part of all field engineering personnel interviewed concerning what is permitted and what is not in relation to contractors--it appeared that the importance of this is not stressed enough and that there is not enough knowledge of the specific prohibitions involved. Therefore, it is recommended that the Construction Engineer arrange special instruction as part of classes on inspection in the field, stressing proper relations with a contractor. Further, it is recommended that the Division Engineers be instructed to give more attention to getting information out on the matter of relations with contractors.

2. It is recommended that a directive be issued which will prohibit a close relative of any employee of the Highway Department from working for a contractor while he has a project under contract with the Highway Department.

The members of the Board will be very glad to meet with you at your convenience to discuss this in detail.

Alfred Blogg

Edgar S. Hunter

Gene Huntley

GH:my

#1

Baker, Oregon
November 23, 1968

Mr. Forrest Cooper, State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sir:

Evidently the Highway Department, the Bureau of Public Roads and the Blatnik Committee are not aware of some of the things that are taking place on some construction projects.

The enclosed snapshot was taken just east of Baker on Highway 80 N. The owner of the tractor was head inspector on the project. He rented it to the contractor who in turn used it on State Force Order work and for finishing shoulders around guard rail posts.

On this same project the contractor rented a caterpillar blade from the Baker County Road Department.

The Resident Engineer on the project was fully aware of these procedings and did nothing to halt or prevent them.

Could it be that someone was getting a kickback somewhere?

The B. P. R. and the Blatnik Committee would surely want an investigation should they receive a copy of this letter.

As a public minded citizen, I believe the State Regulations and the Department Policies have been flagrantly disobeyed on the S. Baker Interchange-Encina Interchange Project.

G. Kahler

Gerald Kahler
2545 1/2 Grove St
Baker, Oregon 97814

RECEIVED
NOV 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

See ? pp 36

42

FORM E-301—5M—7.66 GP*83811-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1968

To: MEMO TO THE FILE

SUBJECT: South Baker Interchange-
Encina Interchange
Contract 7019
Charles T. Parker Construction Company

In connection with the letter received from Mr. Gerald Kahler pertaining to equipment allegedly owned by a Highway Department employee and rented to our contractor on the subject project, Vernon Skoog and myself went to the office of Charles T. Parker Construction Company on November 26. We questioned Mr. Walcott, Office Manager at Parker's, if he had any knowledge of equipment rented from outsiders and used on this project. Mr. Walcott stated they have made one payment and are presently processing another invoice for payment to a N. P. Schroeder for the rental of a Ford tractor with auger. We requested copies of the two invoices and cancelled check supporting these charges (copies attached). These costs have not been included in any force account billings to the State. We asked Mr. Walcott if any other equipment had been rented on this project and he said he could not recall any other payment.

Upon returning to Salem, we examined the time reports of personnel working on this project and found we had a Theodore Schroeder, Highway Engineer I, working on L. V. Blickenstaff's crew. Mr. Schroeder resides at 200 Foothill Drive, Baker, Oregon, the same address that appears on the invoices for N. P. Schroeder. Further investigation revealed that Theodore Schroeder's wife's name is Nancy.

We will not pay monthly estimate payments on this contract until this matter has been resolved.

C. H. Maison
Controller

CHM:VLS:bg
Attachments

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe

RECEIVED
DEC 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

GUARANTEED SERVICE ON WHAT WE SELL

ALL ACCOUNTS DUE ON OR BEFORE 10TH OF MONTH FOLLOWING PURCHASE. 6% INTEREST CHARGED ON PAST DUE ACCOUNTS.

CASH | CHARGE | CREDIT | TOTAL

SIGNED

BY

CLOSED

DATE

CUSTOMER NO.

SALESMAN NO.

TOTAL

DESCRIPTION

QUANTITY

UNIT PRICE

AMOUNT

C.O.D.

SOLD TO

ADDRESS

CITY

STATE

SHIPPED TO

ADDRESS

CITY

STATE

DATE

SHIPPED VIA

F.O.B.

TERMS

ORDER NO.

QUANTITY

DESCRIPTION

UNIT PRICE

AMOUNT

RECEIVED PAYMENT

Mr. J. P. Zeebrueder
2210 Penhill Drive
Baker, Oregon 97814 Aug 31 - 68

To C.T. Painter Co.

Spray #71 - Alfalfa, Corn

Rental on Ford Tractor with Mudguards
at $35.00 per day Tax Tdays

Total $245.00

Spray #71 - Alfalfa, Corn

Spray #72 - Alfalfa, Corn

Spray #73 - Alfalfa, Corn

Spray #74 - Alfalfa, Corn

Spray #75 - Alfalfa, Corn

STATEMENT

RECEIVED
OCT 15 1958
C.T. PARKER CONST. CO.

On N.P. Schroeder
200 Foothill Dr.
Baker, Ore.
To C.T. Parker Co.

Rental on Ford Tractor & Auger

OCT 3 and 4	18 30
4 hrs @ $4.50	18 00
2 hrs @ $1.50	3 00
	21 00

Thank You

N.P. Schroeder

CHARLES T. PARKER CONSTRUCTION CO.
P. O. BOX 20183 • 6457 N. E. COLUMBIA BLVD.
FORTLAND, OREGON 97220

50025

24-4
1230

DATE August 31 19 68

AMOUNT CHARLES T. PARKER CONSTRUCTION CO. $222.00 DOLLARS

PAY TO THE ORDER OF

H. P. SCHNEIDER
200 Foothill Dr.
Baker, Oregon 97814

NOT VALID AFTER 90 DAYS

CHARLES T. PARKER CONSTRUCTION CO.

OCT 31 1968

U.R.W. [illegible]
General Account

PORTLAND MAIN OFFICE
FIRST NATIONAL BANK OF OREGON

⑆1230⑆0004⑆ 0 00262 60

⑈00000 22200⑈

H. P. Schneider
200 Foothill Dr.
Baker, Oregon 97814

PAY ANY BANK, P.L.G.
2 OCT 3 68
FIRST NATIONAL BANK OF OREGON
PORTLAND, OREGON

1230 0004 SIP 30 68 960

#3

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 2, 1968

To:

MEMO TO THE FILES

SUBJECT:

S. Baker Intchge. -Encina Intchge.
Old Oregon Trail
Contractor: Charles T. Parker Constr. Co.
Resident Engineer: L. V. Blickenstaff

Investigation was conducted into the possible conflict-of-interest case on the subject project. Reason for the investigation was receipt of a letter from Mr. Gerald D. Kahler, in which it was alleged that an inspector on the job had rented a tractor with attachments to the contractor. Pictures of the piece of equipment accompanied the letter.

Fred B. Klaboe, Assistant State Highway Engineer, and L. H. Young, Program and Planning Engineer, went to Baker to look into the matters of fact, arriving in La Grande at 4:00 p. m. Tuesday, November 26th.

The alleged rental of inspector-owned tractor was discussed with A. F. Parson and H. S. Coulter. They both disclaimed any knowledge of the particular instance of violation, and knew nothing about the matter in any way. A date was made, for the following morning in Baker, with A. F. Parson and L. V. Blickenstaff.

In the meantime, C. H. Maison and Vern Skoog had gone to Portland to search the records of the Charles T. Parker Construction Co. for evidence of payments for the equipment. Mr. Maison called Fred Klaboe while Mr. Klaboe was still in La Grande, to tell him that records of the rental of a small tractor with auger had been found in the contractor's files. A check had been made out to N. P. Schroeder, who was presumed to be the wife of Inspector Theodore Schroeder. Apparently, the contractor was quite cooperative with the investigating team.

On November 27th, we went to Baker and interviewed Resident Engineer Blickenstaff. He readily admitted that he knew the tractor belonging to Mr. Schroeder was rented to the contractor for extra work and was of the

opinion it had been used on contract work during the course of the job. He gave no reason for permitting the use of a State employee's tractor on the job. He also stated that, at the time the tractor first appeared on an extra work bill, he did not know that it belonged to an employee, but found out subsequently and still permitted its use in the work. Several extra work bills were looked up, and it was found that on October 27, two men with tractor and auger dug 27 post holes. On August 16, four men with tractor-mounted "drill" set posts at Station 320 to the east end of the project. These reports on extra work were signed by Inspector Schroeder.

Although he admitted that he knew it was wrong to permit such rental of equipment, Mr. Blickenstaff said that "he felt no favors or better treatment accrued to contractors by Inspector Schroeder due to rental of equipment." Mr. Blickenstaff informed us that Jack Smythe was the Parker superintendent on the job, and Sam Saunders was the Compton superintendent.

We also inquired into the use of publicly owned equipment by the contractor; to wit, a county blade was used one day, according to Mr. Blickenstaff, and he said that upon this coming to his attention, he "knocked it off" the job and permitted its use for the one day on the basis of an emergency. The contractor's blade had been down for repairs. This was not considered very serious and would meet the criteria of being used only in an emergency.

An attempt was made to contact Ted Schroeder, but we were unable to do so as he was on vacation. It was tentatively agreed that later he would be requested to come to Salem to explain the various ramifications of the equipment rental.

We also stopped at the Richfield station which Mr. Kahler is now operating on Bridge Street in Baker. He was not present.

Mr. Blickenstaff was questioned about previous relationships with Mr. Kahler, when Mr. Kahler was a member of the engineering crew. Mr. Blickenstaff seemed to think that Mr. Kahler had been a very undesirable and undependable employee.

Because of time restrictions and the impending holiday, we did not have time to interview other employees on the crew. However, it had been established that rental of the equipment was well-known by most of the crew.

ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe

17. BONUS PAYMENTS

The policy of Public Roads is not to participate, directly or indirectly, in any part of a bonus to the contractor for completing a project in advance of the time specified. A bonus of such nature is of doubtful value, and so susceptible to abuse that it could rarely be justified.

18. USE OF PUBLICLY OWNED EQUIPMENT

a. It is contrary to Public Roads policy that publicly owned equipment should compete with privately owned equipment on a project to be let to contract. There may be exceptional cases, however, in which the use of equipment of the State or local unit of government for highway construction purposes may be warranted or justified. A proposal by any State for the use of publicly owned equipment on such a project must be supported by a showing that it would clearly be in the public interest to do so under the conditions peculiar to the individual project or locality. It is anticipated that occasions of such use would be infrequent.

b. As used herein the term "publicly owned equipment" is deemed to mean equipment previously purchased or otherwise acquired by the public agency involved primarily for use in its own operations. The term "rental" may be considered to include depreciation and expense of upkeep in addition to other charges.

c. Where publicly owned equipment is to be made available in connection with construction work to be let to contract, Federal funds may participate in the cost of such work provided the proposed use of such equipment is clearly set forth in the PS&E submitted to Public Roads for approval. In such cases the advertised specifications shall also specify the items of publicly owned equipment available for use by the successful bidder, the rates to be charged therefor, and the points of availability or delivery of the equipment, together with the express condition that the successful bidder has the option either of renting part or all of such equipment from the State or local unit of government or otherwise providing the equipment necessary for the performance of the contract work.

d. In the rental of publicly owned equipment to contractors, the public agency should not profit at the expense of Federal funds. Therefore,

(1) Rental rates shall be reasonably representative of the cost of providing such equipment, or

(2) There shall be credited to the project a lump sum amount determined as the approximate profit, if profit is derived by the agency furnishing the equipment, thereby reducing the total participating cost of the project.

e. When during the progress of construction, an emergency develops due to breakdown or loss of contractor equipment from accidents or other unforeseeable causes beyond the control of the contractor and the contractor is otherwise unable to secure equipment with which to continue the work, publicly owned equipment may be made available to the contractor at rental rates agreed to between the contractor and the State or local unit of government, with the understanding that any such arrangement shall not form the basis for any increase in the cost of the project on which Federal funds are to participate.

f. General policy concerning construction of projects by force account is set out in PPM 21-6.2. Insofar as the use of publicly owned equipment on projects constructed on a force account basis is concerned, Federal funds may participate whether such work is performed (1) at agreed unit prices, or (2) on an actual cost basis. In the case of force account work to be performed by the State or local unit of government at agreed unit prices, the equipment need not be itemized nor rental rates shown in the estimate. However, if such work is to be performed on an actual cost basis, the State should submit to the division engineer for approval the schedule of rates proposed to be charged, exclusive of profit, for the publicly owned equipment made available for use. The division engineer will verify the rates from the public agency record, and upon consideration of all available data, may approve such rates as are determined to be fair and reasonable under the circumstances. If the State has established uniform rates for use by counties or other public agencies on State-aid work, such rates may be accepted by the division engineer.

19. CHANGES AND EXTRA WORK

a. It is expected that the preliminary engineering and the preparation of plans, specifications, and contract documents will be performed with sufficient thoroughness, accuracy, and care that changes and extra work during the construction stage can be held to a minumum and limited almost exclusively to revisions and additions necessitated by conditions that could not reasonably be anticipated before the project was advertised for bids or force account operations commenced.

#5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 4, 1968

SUBJECT: South Baker Interchange- Encina
Old Oregon Trail Highway

To:

Mr. L. H. Young
Office Engineer
Salem

Attached is a letter from Baker County Judge Rea indicating amount of rental on the county grader.

A. F. Parson
Division Engineer

By D. W. Greene

D. W. Greene
Office Engineer

HSC:dj
Attachment

RECEIVED
DEC 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 5 1968
PROGRAM & PLANNING
DIVISION

BAKER COUNTY
BAKER • OREGON

NOTED

DEC 3 - 1968

REC'D DIV. OFFICE
LA GRANDE

December 2, 1968

Mr. A. F. Parsons
Division Engineer
State Highway Department
La Grande, Oregon

Dear Mr. Parsons:

Our records show that Baker County rented a grader to J. C. Compton Construction Company for 8 hours on September 18, 1968, and 8 hours on September 19, 1968. Total rental cost $256.00. This bill was paid November 12, 1968.

Sincerely,

Lloyd Rea

Lloyd Rea
County Judge

LR:bvl

#6

STATE
ARTMENT
H DIVISION

GENERAL DAILY PROGRESS REPORT

DATE August 5, 1968
Monday

DIVISION 5 Baker Interlge - Encina Interlge		HIGHWAY Old Oregon Trail
CONTRACTOR C.T. Baker Const Co - De Atley Corp		WEATHER Fair
CONTRACT NUMBER 7019	F. A. NUMBER I-80N-7(21)305	PROJ. NO. 601-1063

EQUIPMENT

BULLDOZERS 7	BLADE	TRACTOR AND SCRAPER
ROLLER	SHOVEL	TRUCKS 2 End. d
COMPRESSOR	CRUSHER	MIXER
DISTRIBUTOR	PAVER	WATER WAGON

LABOR

OPERATORS _____ LABOR _____ SUPERVISION _____

TIME

	1 CLEARING	2 DRAINAGE	3 GRADING	4 TOPSOIL	5 FENCE	6 SPRINKLING	7 ROCK	8 PAVING	9 FLAG	10 UTILITIES
SHIFT START							6:00			
SHIFT END							10:00			
SHIFT START							10:30			
SHIFT END							2:30			
SHIFT START										
SHIFT END										

KIND OF WORK, AMOUNT, STATION, EQUIPMENT, LABOR (CONTRACTOR, UTILITIES, AND R. R.)

Sub-Contractor producing 3/4 - 1/4 & 1/4 - 0 all day only are short downtime due to broken bolts. Weighed load of 3/4 - 1/4 and they are hauling about 17 tons per load.

3/4 - 1/4 1100 tons } produced today
1/4 - 0 160 tons }

COMMENTS AND INSTRUCTIONS TO CONTRACTOR:

Jos. A. Hayden
INSPECTOR

CONSTRUCTION DIVISION

PROGRESS REPORT

DATE 8-10-00
Friday

FO.-M E-676 (10-84)

SECTION S. Baker Intchge - Emcing Intchge

HIGHWAY Old Oregon Trail

CONTRACTOR C. T. Parker

WEATHER Cloudy (50°-62°)

CONTRACT NUMBER 7019

F. A. NUMBER I80N-7(21)305

PREFIX 601-1063

EQUIPMENT

BULLDOZERS	BLADE	TRACTOR AND SCRAPER
ROLLER	SHOVEL	TRUCKS
COMPRESSOR	CRUSHER	MIXER
DISTRIBUTOR	PAVER	WATER WAGON

1- Trk-mtd drill
1- Trk-mtd Punch
1- Tractor-mtd drill

LABOR

OPERATORS 3
2-oilers

LABOR 9

SUPERVISION Ray Woolery-Gen.
Ray Schmaltz GR.
Lloyd Schmaltz GR.

TIME

	Guard Rail	2 DRAINAGE	3 GRADING	4 TOPSOIL	5 FENCE	6 SPRINKLING	7 ROCK	8 PAVING	9 FLAG	10 UTILITIES
SHIFT START	7:00AM		7:00AM							
SHIFT END	3:30PM		3:30PM							
SHIFT START										
SHIFT END										
SHIFT START										
SHIFT END										

KIND OF WORK, AMOUNT, STATION, EQUIPMENT, LABOR (CONTRACTOR, UTILITIES, AND R. R.)

Twelve men with drill & Punch set 200 Guard Rail posts sta WB 223 to 232+50, sta WB 177+00 to 182+50 and sta "A" 108 to "A" 109+25. All posts installed today are new posts.

Four men with tractor-mtd drill set Sign Posts sta 320 to East end of Project.

COMMENTS AND INSTRUCTIONS TO CONTRACTOR:

M. M. Schmidt
INSPECTOR

SP-F117

...HWAY DEPARTMENT
CONSTRUCTION DIVISION

GENERAL DAILY PROGRESS REPORT

DATE ~~8/5~~ 8/5/63
Mon. Nite

FORM B-478 (10-61)

SECTION: S. Baker Intchge. - Ironing Intchge.
HIGHWAY: old Oregon Trail
CONTRACTOR: C.T. Parker Const. Co./D.E. Athey Corp.
WEATHER: fair
CONTRACT NUMBER: 7019
F. A. NUMBER: I 80N-7(21)305
PREFIX: 601-1063

EQUIPMENT

BULLDOZERS	2 (D8)	BLADE	TRACTOR AND SCRAPER
ROLLER		SHOVEL	TRUCKS 2 (16CY Euclids)
COMPRESSOR		CRUSHER 1	MIXER
DISTRIBUTOR		PAVER	WATER WAGON

LABOR

OPERATORS 3
Teamsters 2
LABOR 1
oilers 1
SUPERVISION 1

TIME

	1 CLEARING	2 DRAINAGE	3 GRADING	4 TOPSOIL	5 FENCE	6 SPRINKLING	7 ROCK	8 PAVING	9 FLAG	10 UTILITIES
SHIFT START							3:00 PM			
SHIFT END							7:00 "			
SHIFT START							7:30 "			
SHIFT END							11:00 "			
SHIFT START										
SHIFT END										

KIND OF WORK, AMOUNT, STATION, EQUIPMENT, LABOR (CONTRACTOR, UTILITIES, AND R. R.)

Crushing 3/4-1/4 + 1/4-0 AC. Aggs.
Plant down ~~shut~~ three times first half of shift
lost aprox. 45 min.

Aprox. Prod.
3/4-1/4 — 895 Tons
1/4-0 — 1245 "

COMMENTS AND INSTRUCTIONS TO CONTRACTOR:

Edward O. Larson
INSPECTOR

HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

PROGRESS REPORT

DATE Monday

TH C-476 (10-64)

LOCATION S Baker Int. Exchange Kuna Interchange — HIGHWAY Old Oregon Trail

CONTRACTOR C T Parker J C Compton — WEATHER Fair 85°

CONTRACT NUMBER 7019 — F. A. NUMBER I-SON-7(21)305 — PREFIX 601-1063

EQUIPMENT

BULLDOZERS — BLADE 1-E19 — TRACTOR AND SCRAPER

ROLLER 1-Steelwheel — SHOVEL — TRUCKS 1-10yd, 2-20yd dump

COMPRESSOR — CRUSHER — MIXER

DISTRIBUTOR — PAVER — WATER WAGON

1-Fox tractor with post auger

LABOR

OPERATORS 4 Teamsters 3 — LABOR 3 — SUPERVISION Sam Saunders

TIME

	1 CLEARING	2 DRAINAGE	3 GRADING	4 TOPSOIL	5 FENCE	6 SPRINKLING	7 ROCK	8 PAVING	9 FLAG	SIGNING OMITTED UTILITIES
SHIFT START							7:00			7:00
SHIFT END							11:30			11:30
SHIFT START							12:00			12:00
SHIFT END							3:30			3:30
SHIFT START										
SHIFT END										

KIND OF WORK, AMOUNT, STATION, EQUIPMENT, LABOR (CONTRACTOR, UTILITIES, AND R. R.)

Hauld ¾-0 leveling course to Blue completed at noon.

Blade working on ¾ rock and pulling shoulders

2 men with operator and tractor with auger dug 22 post holes painted top half of posts and set in holes length of project.

COMMENTS AND INSTRUCTIONS TO CONTRACTOR:

INSPECTOR

ED 01117

...TMENT
...IVISION

GENERAL DAILY PROGRESS REPORT

DATE August 16, 1968
Friday

FORM E-476 (10-66)

SECTION Ft. Bridger Interchange - Emigrant Interchange
HIGHWAY Old Oregon Trail
CONTRACTOR C. I. Parker Const Co - Deathley Corp
WEATHER Cloudy - Showers
CONTRACT NUMBER 1019
F. A. NUMBER I-80N-7(21)305
PREFIX 601-1063

EQUIPMENT

BULLDOZERS	2 (Cat D-8)	BLADE	TRACTOR AND SCRAPER
ROLLER		SHOVEL	TRUCKS 2 Euclid End Dump
COMPRESSOR		CRUSHER 1	MIXER
DISTRIBUTOR		PAVER	WATER WAGON

LABOR

OPERATORS 2 Dozer, 1 Trackhoe
LABOR 1 Rodman, 1 Oiler, Finishers
SUPERVISION 1

TIME

	1 CLEARING	2 DRAINAGE	3 GRADING	4 TOPSOIL	5 FENCE	6 SPRINKLING	7 ROCK	8 PAVING	9 FLAG	10 UTILITIES
SHIFT START							6:00			
SHIFT END							10:00			
SHIFT START							10:30			
SHIFT END							2:30			
SHIFT START										
SHIFT END										

KIND OF WORK, AMOUNT, STATION, EQUIPMENT, LABOR (CONTRACTOR, UTILITIES, AND R. R.)

Crusher producing aggregate. 3/8-1/4 & 1/4 - 0 all day
C.I.C.M. Field time is on cleaning screens. Due to hard to keep screens clean with the high humidity and/or rain we have been having.

COMMENTS AND INSTRUCTIONS TO CONTRACTOR:

Joe D. Hayes
INSPECTOR

OREGON STATE HIGHWAY DEPARTMENT

FORM E-428 (7-63)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME: C Parker Interchange — Ewing Interchange
CONTRACT NUMBER: 7017
ORDER NO.: 1
Sheet 1 of 1
HIGHWAY: Old Oregon Trail
FORCE ACCOUNT NUMBER:
DATE: 8-5-68
SHIFT: Day
CONTRACTOR: C T Parker
SUB-CONTRACTOR:
PREFIX: 601-1063

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
Ford tractor	22 HP 214 cub Retrago	3.05	8	sign post 30	4x6" 14' long			Install sign posts two way
Chevrolet pickup	1/2 ton	1.80	8	Paint				Epic every ½ mile
1 Carpenter	Operator	5.78	8					south of project
G D Rich	Laborer	4.36	8					
R D Bushnell	Teamster	4.93	8					

REMARKS:

Contractor's Representative: Don Sowder

Inspector: F L Schroeder

OREGON STATE HIGHWAY DEPARTMENT

FORM E-428 (7-63)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME	CONTRACT NUMBER	ORDER NO.	Sheet
S Baker Interchange - Encina Interchange	7019	1	1 of 1

HIGHWAY	FORCE ACCOUNT NUMBER	DATE	SHIFT
Old Oregon Trail	1	10-3-68	Day

CONTRACTOR	SUB-CONTRACTOR	PREFIX
C T Parker		601-1963

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
Ford Tractor auger	8N 22Hp	3.05	2					digging holes for
A Lawrence	operator	5.89	2					Two way traffic sig
Jack Smythe	Sup		2					
Sup. Ford pickup	¾ ton	2.10	2					

REMARKS:

Contractor's Representative: J Smythe

Inspector: T L Schroeder

OREGON STATE HIGHWAY DEPARTMENT

FORM E-428 (7-63)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders or those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME	CONTRACT NUMBER	ORDER NO.	Sheet 1 of 1
C Parker Interchange Encina Interchange	7019	2	
HIGHWAY	**FORCE ACCOUNT NUMBER**	**DATE**	**SHIFT**
Old Oregon Trail		10-31-68	Day
CONTRACTOR	**SUB-CONTRACTOR**		**PREFIX**
C T Parker			601-1063

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
A Lawrence	Operator		1					Installed 2 two way
Ford tractor with auger	8N 22 H.P.		1					traffic signs on Al.
L Cox	Laborer		5½					Removed all two way
G Hail	Laborer		5½					traffic signs from
Ford Pickup	¾ Ton		5½					rest of project and
Jack Smythe	Supt		1					hauled posts and
Ford Pickup	¾ Ton		1					signs to state yar

REMARKS:

Contractor's Representative: J. Smythe

Inspector: T L Schroeder

7

SUMMARY OF INTERVIEWS
by
BOARD OF INQUIRY ON REPORTED RENTAL OF
EQUIPMENT BY AN INSPECTOR TO THE CONTRACTOR ON SOUTH BAKER
INTERCHANGE--ENCINA INTERCHANGE, OLD OREGON TRAIL PROJECT
BAKER, OREGON - WEDNESDAY, DECEMBER 18, 1968

GERALD KAHLER - Engineering Aide (Terminated September 25, 1968) He indicated that he had written the letter, but that Marvin Schmidt had taken the pictures of the tractor. He denied that Mr. Schmidt had persuaded him to write the letter or had any part of writing it. He had no personal knowledge of the rates or the amount of time that the tractor worked--although he thought it was on and off the job for a period of about a month. He indicated that he was aware of regulations against such rental, but he was not specific as to where he had seen them. He was aware of the Blatnik Committee and their type of investigation. He indicated that the matter of the rental was common knowledge on the crew and that the feelings were mixed about it. He indicated that he was sorry that he had written the letter until Ted Schroeder came to visit him at his service station threatening a lible suit, etc.--and that now he was satisfied that he had written it.

VERNON SKOOG - Assistant Controller - He confirmed the discussions with Mr. Wolcott, Office Manager for the Charles D. Parker Construction Company in Portland on November 26, 1968. He pointed out that it was not possible to tell from their investigation the total time that the tractor was on the project, because the record would include only Force-Account work and not Bid Item work. Actual billings have not yet been made to the State for this work. One of the Contractor's invoices is for six hours October 3 and 4. One is for seven days, presumably in August. The rate is $35.00 per day. Mr. C. H. Maison's and Mr. Vernon Skoog's report on this matter is included as Enclosure No. 2.

L. H. YOUNG - Program and Planning Engineer - He confirmed his written report to the files of December 2, 1968. In addition, he indicated that it was discovered that Theodore Schroeder, the inspector in question, had actually signed the Extra Force-Account work report on the time put in by his own tractor. The December 2 report is included as Enclosure No. 3.

A. F. PARSON - Division Engineer - He confirmed that the first he knew of the rental incident was when Fred Klaboe and L. H. Young came to his office; and he explained that normally there would be no way that a Division Engineer would know about this detail unless it was reported to him. He emphasized that in his Division a special effort had been made to inform Resident Engineers and Inspectors at various meetings on the importance of relationships with the contractor.

A. F. PARSON (Continued) - He also indicated that the information about the Blatnik investigations was thoroughly circulated in his Division. He did explain that the burden of proper relationships was with the Resident Engineer and that also, it was his responsibility to inform the men about the importance of relations with contractors. He indicated that he had questions at first, particularly about attitude, but now he believes that Lester Blickenstaff is a good average Resident Engineer.

MARVIN SCHMIDT - Highway Engineer 1 (Inspector now headquartered at Ontario) - He confirmed that the tractor in question was on the project doing various work such as digging sign post holes, blading, and pulling a trailer carrying water pipe. It was his estimate that the tractor was on the project over a period of a month--but not all the time. He indicated that the tractor had not worked on anything that he was inspecting and he indicated that mostly it was involved on aspects that were under the inspection of Schroeder. He could not recall when he had first learned that the tractor was owned by Schroeder, but indicated that he believed that most of the crew members knew about it. He indicated that he did feel that possibly it should be reported to Mr. Blinkenstaff, and that eventually he, in the course of a conversation, did mention it. He said it was his impression that Mr. Blinkenstaff did not seem too concerned about it. He indicated that he knew that the renting of equipment by an inspector to a contractor or arranging such rental was against regulations, but he was not able to cite specifically where these regulations are, except that he believed they were in the Standard Specifications. He admitted that he had discussed this matter with Gerald Kahler, but flatly denied that he had anything to do with the letter. He admitted that he had taken the pictures of the tractor, but not specifically for reporting purposes; but just that he usually took pictures as a matter of record of different types of equipment used on a project. He said he saw the tractor on the project after he had mentioned it to Mr. Blickenstaff.

JIM L. GALYEN - Engineering Technician I (Head Chainman and Inspector) - He confirmed that he had seen the tractor on the project and later learned that it was rented by Schroeder's wife to the Contractor. He confirmed that it was used on various types of work and that he thought it had been used once on Extra Force-Account work. He was not sure how long it had been on the job, but would estimate a total of ten days to a month. He said he had mixed feelings about it, because he realized that it was contrary to regulations. He confirmed regarding the rental of a Baker County motor grader for two days, that he knew personally that the contractor had tried for three days at various locations to find a blade and was unable to do so.

GEORGE F. STRAWN - Highway Engineer I (Officeman) - He indicated he did not actually see the equipment on the project, because he is in the office most of the time. He was aware of it because the men were talking about it and Marvin Schmidt, among others, mentioned it to him. He stated that he probably should have told Mr. Blickenstaff about it, but did not do so--mainly because he assumed that he would either know about it or would learn about it otherwise. He had a complete familiarity with regulations from all sources dealing with relations with the contractor.

GEORGE F. STRAWN (Continued) - He explained this familiarity due to the fact that he had all the Manuals, etc., in the office and was often involved in explaining rules on various matters to the men. He could not give an estimate of the total time the tractor was used, and explained that he was still holding some extra Force-Account work orders on his desk, on instructions given to him by Mr. Blickenstaff.

THEODORE L. SCHROEDER - Highway Engineer I (Senior Inspector) - He admitted that his wife had rented the 22-horsepower Fordson tractor with auger to the contractor. He indicated that he had become acquainted with Sam Saunders, the Superintendent on the Project, and that he had been to Schroder's farm a number of times. Mr. Schroeder raises race horses as a side activity; and that Mr. Saunders races horses, so had an interest in this. He indicates that Saunders had seen his tractor and that when they learned that they were going to have to dig holes for special traffic signs, Mr. Saunders approached him and asked if he could rent the tractor. He replied that he couldn't, but possibly his wife could. There were implications in the interview that the Superintendent had urged him rather strongly to rent this tractor. He indicated that he knew this was against the regulations, but that he thought it would help the contractor out of a jam (he claims that the contractor tried a number of places to rent a 2-man auger or similar equipment for hole digging, but could find none--but he could not specifically state where he had tried); and at the same time he thought it would expedite the job and benefit the State. He repeated that he knew he should not have done this, but he did not think there was any conflict of interest. He confirmed the rate of $35.00 a day, but could not give a precise estimate of the amount of time the tractor was on the job, claiming that his wife kept the records. He said he had received payment of something over $400.00 at this point. He confirmed that he did not discuss this with Mr. Blickenstaff and gave as the reason he thought there was no need in that his wife was renting the tractor. He said Mr. Saunders also approached him to rent his backhoe (Mr. Schroeder rents equipment of various kinds as a side line); but told him "no" and did this on the basis that he thought Mr. Saunders could find a backhoe somewhere else. He stated that he had no special friendship with Mr. Blickenstaff. He stated the Mr. Blickenstaff had never mentioned the rental of the tractor or reprimanded him for it. He said that some of the men on the job discussed it and that some of them had mentioned to him that he might get into trouble. He repeated again that he realized it was against the regulations, but did not see anything morally wrong with what he did. "If I had it to do over, I certainly wouldn't do it again," he stated. He admitted that he had signed the Extra Force-Account work records which showed the time worked by his rented tractor. He indicated he had to do this because he tried to get Marvin Schmidt to sign the orders and he wouldn't do it. He stated that once his tractor was on the job, he couldn't see anything wrong with it doing various types of work. He made a considerable point of the fact that he knew of inspectors who had sons working for the contractors on the same project in which the father worked for the Highway Department. He indicated that this did not occur on this particular project.

LESTER V. BLICKENSTAFF - Highway Engineer IV (Senior Resident Engineer) - He stated that he did not know the tractor was on the job for several days and confirmed that Mr. Schroeder had not discussed it in any way with him.

LESTER V. BLICKENSTAFF (Continued) - After a few days, Mr. Schroeder had asked him about rental rates for Force-Account work, and he indicated he was a little suspicious because he seemed to know an unusual amount about the particular tractor. He stated that he had learned about it rather indirectly just by overhearing the crew talking about it. He admitted that maybe they were talking for his benefit. He stated that he did go out, and was unable to recall just when, and asked Mr. Schroeder if he was renting this tractor. He indicated that Mr. Schroeder replied "no" but that his wife was and he could see nothing wrong with that. Mr. Blickenstaff indicated that he knew that Mr. Schroeder was wrong, but did not discuss it any further with him, other than to tell him that actually it was probably even more wrong for his wife to do it because it looked as if there was subterfuge involved. He indicates that he did not reprimand Mr. Schroeder or order the tractor off the job because the contract was in its final days, (he was working 12 or 14 hours a day), and everyone was extremely busy. He said he knew this was wrong but that the job was almost over, that he was absolutely certain there was no crookedness or any kick-backs or anything involved and so he thought it best just to let it go. He admitted that he knew the rental of equipment in this manner was contrary to the existing contract, but again, indicated he did nothing about it because the contract was almost completed and he did not want to stir up something like the present hearing; and that he wanted to avoid any investigation that might result. He confirmed again that he did not reprimand Mr. Schroeder; and that he did nothing to get the tractor off the job.

JOE F. HAYSE - Highway Engineer I (Inspector) - He indicated that he was presently working with headquarters at Ontario, but was on the job with Mr. Schroeder. He confirmed what the other witnesses had indicated; namely: that the tractor was on the job, that he saw it there, that he knew it was wrong to rent equipment in this manner. He stated that he is a long-time inspector, and though he could not cite specifically the sources of the regulations, he knew definitely that it was prohibitive to rent or arrange in any way the renting of equipment to a contractor. He was very diplomatic in his statements about getting along with both Mr. Schroeder and with Mr. Schmidt—but indicated that he "could get along with anyone."

S-560(1) Glynn Payton Lane-James School 1967
Sec. of FAS 937 (Grad. &
#7020 Oiling)

NOTED
H. S. COX

Salem, Oregon
September 5, 1969

Mr. V. E. Skoog
Controller

B U I L D I N G

NOTED
H. S. COX

Glynn Payton Lane-James School Section
FAS 937
Baker County
501-1064-297
Contract 7020
S-560(1)

Attention: Mr. John Herr

Attached is Baker County's warrant #1974 in the amount of $2191.60 for the additional amount necessary to make up the County's share of subject project.

HR

Harold Reynoldson
Planning Engineer
County and City Division

HR:lat

Att.

Received by C C Haverland

Date 9-5-69

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 99602

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		[illegible]

RECEIVED
AUG 22 1969
ENGINEER
COUNTY & CITY DIVISION

- [illegible]
- Baker County Court
- Courthouse
- Baker, Oregon 97814

[illegible]
H. S. COX

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Lloyd Lee, Judge			
Final Billing: Glynn Payton Lone-Jones School Section FAS 937. Covered by agreement dated June 13, 1967.			
County advance deposit Amount previously transferred		$ [illegible] 35,[illegible].00	
			7,000.00
County share of construction costs Amount previously transferred		$5,891.60 35,[illegible].00	
			9,191.60
			9,191.60

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ----------

By ----------

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
P. B. [illegible]

NOTED
[illegible]

RECEIVED
NOV 26 1968
FOR FILING

S-5600(1)
7020

November 26, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 19, 1968, on Contract No. 7020. The contract was with J. C. Compton Company and was for grading and oiling on the Glynn Payton Lane-James School Section of FAS 937 in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 26, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

RECEIVED
NOV 26 1968
FOR FILING

S-5600(1)

7020

November 26, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7020 awarded to J. C. Compton Company for grading and oiling the Glynn Payton Lane-James School Section of FAS 937 in Baker County was completed on June 19, 1968, and accepted by the Highway Commission on November 26, 1968.

Final payment in the amount of $9,362.05 will be released to the contractor after December 4, 1968. The total contract amount is $179,615.53 including $1,717.11 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cleary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc J. C. Compton Company
P. O. Box 86
Hubbardville, Oregon 97128
A. F. Parson
Frank Morgan
C. H. Maison
Attn: John Herr

FAS 937

LLOYD REA
COUNTY JUDGE
R. M. PHIPPS
GILL C. WRIGHT
COMMISSIONERS

BAKER COUNTY

BAKER • OREGON

October 23, 1968

H. S. Cox, County & City Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cox:

The County Court has inspected the James School-Glenn Payton Lane Section of the county road that was constructed and black topped under the FAS system this summer. We accept this road.

Very truly yours,
Baker County Court

Lloyd Rea
County Judge

P M Phipps
County Commissioner

Gill C Wright
County Commissioner

NOTED
HAROLD
REYNOLDSON

NOTED
H. S. CO.

RECEIVED
OCT 24 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

FAS #937
Baker County

September 23, 1968

Hon. Lloyd Rea
Baker County Judge
Courthouse
Baker, Oregon 97814

Dear Judge Rea:

At our meeting September 10th in Baker, Durward Best indicated that Baker County was less than happy with the oiling project on the Glynn Payton Lane-James School section of FAS 937.

Subsequent to the meeting I returned via that job; and, in all honesty, I fail to find any great fault with the project.

There was a fair amount of loose aggregate on the road; but an inspection of the surface revealed a mat that, to me, appeared to be in very good condition. It must be borne in mind that the amount of "loose" rock does not necessarily indicate a poor job. I thought the texture of the mat as a whole was good.

A few places were noted that were somewhat rough. A few fat spots were noted and, finally, a few large aggregates (1-1/4-3/4) appeared imbedded in the surface but these defects were minimal.

I do not consider the above-mentioned defects serious and would hastily add that it has never been my experience to observe an oil job without a few imperfections.

On my next trip to Baker County, I would be most happy to go with you and Durward to jointly inspect this project if you should so desire.

Very truly yours,

NOTED
H. S. COX

H. S. Cox
County and City Division Engineer

HSC:mm

cc: A. F. Parsons

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

FAS 937
Baker Co.

FORM E-129X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[redacted]
FLOYD QUERY, SECRETARY
SALEM
Fred W. Hill, Member
Pendleton
Thaddeus B. Bruno, Member
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

La Grande, Oregon 97850
September 23, 1968

NOTED
H. S. COX

RECEIVED
SEP 24 1968
ENGINEER
COUNTY & CITY DIVISION

Baker County Court
Courthouse
Baker, Oregon

Attention Mr. Durward L. Best
Roadmaster

Gentlemen:

I am attaching a copy of a Memo to the Files regarding the condition of the oil mat on the Glynn Payton Lane-James School section.

As is pointed out in this report, it is my opinion (in which Mr. Walker and others concur) that a better than average oil mat has been constructed on this section, and that certainly nothing is wrong with the final seal coat.

It is my hope that the Court will see fit to indicate their acceptance of this project.

Yours truly,

A. F. PARSON
Division Engineer

H. S. Coulter
Assistant Division Engineer

HSC:sh
Enclosure

bc: F. D. Morgan
H. S. Cox

See Cox's letter 9-23-68 to County

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

FORM S.50 2006 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 20, 1968

SUBJECT: Glynn Payton Lane-James School
FAS 937, Baker County

To:

MEMO TO THE FILE:

At a meeting with the Baker County Court on September 10, Judge Lloyd Rea stated that they were not happy with the final seal on the Glynn Payton Lane-James School Section, particularly that the seal had not taken the cover rock.

Later that day and again this week, I drove over and inspected the road. On September 10, Mr. John Walker, Assistant Construction Engineer, made the inspection with me and I think Mr. H. S. Cox, County-City Engineer, made an inspection this same day.

Throughout the entire project, the final seal is a good one. The asphalt spread appears to have uniformly covered the entire surface and a good portion of the 1/4"-#10 aggregate used to cover this shot has been incorporated in the mat. As is normal on any oil mat wearing surface, not all of this cover aggregate stuck. An excess is designed into the spreads to provide some material to be used in the maintenance of the final seal for about a week following its placement. At the end of this establishment period, most of this loose rock will be found along the edges of the oil mat.

It is my opinion that a better than average oil mat was obtained on this project. There is one short stretch near the south end of the section in the northbound lane where the texture is rougher than is desirable and it appears that possibly some of the dry key rock for the first seal is missing. The contractor experienced some unsettled weather at the completion and just after placing of this first seal which could account for losing part of this aggregate. It is also possible that there was a slight variation in the material in stockpile whereby coarser material was used in this particular lift of the oil mat. Nevertheless, the ride is good and the final seal appears to have done a good job of coating the top surface of all the aggregates and sealing the roadway.

Throughout the project there is evidence that some bleeding has taken place. This would be the result of one or more of several causes as follows:

1. Too much asphalt in the prime. Slightly more than the contract amount was used but very little.

2. Excess asphalt or not enough aggregate in the early spreads of the oil mat. More aggregates were used over contract amount than asphalt.

RECEIVED
SEP 24 1968
ENGINEER
COUNTY & CITY DIVISION

RICHARD UNREIN

Memo to the file September 20, 1968

3. Moisture trapped in the oil mat causing flushing of asphalt. None of this was observed during construction.

4. Free asphalt from patches or old oil under the new mat. Because of the contractors timing on this project, the prime was placed in the fall of 1967 and the oil mat completed in June this year. Winter travel resulted in some damage to the prime which was repaired by using hot mix material purchased in Baker. This material could have released some asphalt during the summer. The Wingville Road, crossed near station 63, is an oiled road. The connections to this road were oiled previously.

5. Improper maintenance during hot summer weather. Many oil mats will release some asphalt during hot weather requiring sanding or dusting to incorporate additional material in the wearing surface and to avoid or reduce future bleeding.

It is my opinion that the bleeding that has taken place is the result of a combination of causes. One area noticed was at the crossing of this road and the Wingville Road which could be the result of causes 1, 2 and/or 4 above. Since the areas observed did not appear to be at low spots in the road, cause 2 above would not seem to have been a primary reason with regard to aggregates. I did not notice any locations where it appeared that excess asphalt was the indicated cause. Hot weather was experienced soon after completion of the project and our engineer advised the County Roadmaster that the contractor had completed his work so it is assumed that any necessary sanding, brooming or dusting was done by the county forces. No check was made of the job records submitted with the final estimate to determine if the locations of the hot mix patches in the prime are at the spots that show some bleeding but it is possible that this is one of the contributing causes (cause 4 above).

Some bleeding may occur during hot weather requiring a small amount of maintenance but it is my opinion that a good and durable wearing surface has been constructed on this section of county road.

H. S. Coulter
Assistant Division Engineer

HSC:dj

S-560(1)
7020

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Glynn Payton Lane-James School		WEEK ENDING: July 20, 1968
		SECTION PREFIX: 501-1064
HIGHWAY: FAS 937		COUNTY: Baker
NAME OF JOB: Glynn Payton Lane-James School Sec.	KIND OF WORK: Grading & Oiling	
CONTRACTOR: J. C. Compton Co.	CONTRACT NUMBER: 7020	FEDERAL AID PROJECT NUMBER: S-560(1)
DATE OF CONTRACT: July 7, 1967	DATE WORK STARTED: July 14, 1967	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 100	CALENDAR DAYS USED: 109
PROJECT AUTHORIZATION: $214,176.93	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 109
EXCLUSIVE OF ENGINEERING: $198,946.57	ENGINEERING AUTHORIZATION: $15,230.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $179,901.47	ENGINEERING COST TO DATE: $24,920.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED PERCENT: OVERRUN / UNDERRUN: -4.3 %	PERCENT OF AUTHORIZATION: 164 %	DATE PROJECT WAS COMPLETED: June 19, 1968

Semi-final estimate sent to Div. Office July 18, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.58	3.58		3.58	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.58	3.58		3.58	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	37,650	69,550		2910CY 302T	
TOTAL QUANTITIES CORRECTED TO DATE	30,380	70,769.9		3386 315	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	30,380	70,769.9		3386 315	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

CONSTRUCTION - BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This project is completed and the semi-final estimate was sent to the division office Thursday, July 19.

FINAL REPORT

SIGNED R. Blickenstaff LOCATION Baker

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Section Glynn Payton Lane - James School
Highway FAS 937 July 20
Contract No. 7020
F. A. Proj. No. S-560(1)

Contract Completed _ _ _ _ _ _ _ _ _

Engineering Expended _____

PER CENT

140
120
100
80
60
40
20
0

10 20 30 40 50 60 70 80 90 100 110

TIME

RECEIVED
SEP 20 1967
FOR FILING

5-560(1)

7020

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1967

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
P. O. Box 850
LaGrande, Oregon 97850

It is noted that the engineering charges on the Glynn Payton Lane-James School Section, Blickenstaff, R.E., are overrunning considerably in that the weekly report shows the job to be 27% complete and 61% expended on engineering.

Please take immediate steps to see that future charges on this job are held to an absolute minimum and advise this office of the action taken.

F. D. Morgan,
Construction Engineer

FDM-DES:nn
cc: F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
SEP 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Baker Democrat-Herald ----------8/31/67

SEPTEMBER 12, 1967

Road work progress is good

JERRY STONEBRAKER
Staff Writer

Work is progressing well near Wingville where a 3.58 mile paving project has been underway since July 14 by the J.C. Compton Company, State Highway Engineer Lester Blinkenstaff of Baker advised Wednesday.

Last concrete for the Pine Creek eight by four double barrel box concrete culvert was poured that afternoon. This was the only culvert of three to be completely replaced. Concrete pouring will be needed again at a later date for nine and eight foot extensions of two other culverts.

The project, which includes an eighteen and one half inch subbase and 0-11 oil penetration mat surface, is being done by federal state and county funds. Cost paid by the federal government is $128,000. State and county costs are $43,000 each. The name given the project is Glynn Payton Lane-Janes School Section.

Other state highway work underway in the county includes the Baker-Encina section just east of the city where 6.89 miles of new freeway access route is under construction by Charles T. Parker Construction Co.; near Huntington where work on the remaining six miles of a 15 mile concrete paving project by Murphy Bros. is reported progressing well; and a rock production job at the top of Dooley Mountain by Arthur Simonsen to provide highway sanding material.

About 2.57 miles of oil penetration surface highway was completed just recently between McCully Fork Campground and Sumpter.

A time of 100 days was allowed the contractor to complete the Wingville area highway project and 455 calendar days for the Baker-Encina section. The paving near Huntington is expected to be completed this year.

ON GOES THE CONCRETE, at Pine Creek double eight by four two-barrel box culvert near Wingville where 3.58 miles of paving is underway on the Glynn Payton — Janes Lane section. Last concrete was poured here Wednesday afternoon, but more will be poured later at two other box culvert sites where these will be extended, one eight feet and the other nine feet. (Staff Photo)

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-40		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4 7070	*(PPM 21-7)* 7-24-67	Baker
		PROJECT NO. S-560(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Glynn Payton Lane-James School Section on FAS 937

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-28-67	3.581
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 208,823	$ 132,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

Date executed by Division Engineer July 24, 1967

Oregon State Highway Department

Federal-Aid
Project No. S-560(1)

GLYNN PAYTON LANE-JAMES SCHOOL SECTION

ON FAS 937 IN BAKER COUNTY

Project Agreement Estimate.

Salem, Oregon, July 14, 1967

Type Code 5231
Roadway (Sta. 6+00 to Sta. 195+08)(Contract No. 7020)

Clearing and Grubbing	All Required		$ 6,800.00
Ditch Excavation, Unclassified	2,200 cu.yd.	$ 2.00	4,400.00
Embankment Foundation Excavation, Unclassified	750 cu.yd.	1.00	750.00
Embankment in Place	33,700 cu.yd.	0.90	30,330.00
Finishing Roadbed and Slopes	3.58 mile	500.00	1,790.00
Trench Excavation	980 cu.yd.	3.50	3,430.00
Watering	1,750 M-gal.	2.50	4,375.00
Subbase	60,000 cu.yd.	1.25	75,000.00
Hauling and Placing Leveling Course	9,550 cu.yd.	1.02	9,741.00
Hauling and Placing Aggregate in Prime Coat	380 cu.yd.	2.05	779.00
MC-250 Asphalt in Prime Coat	58 ton	49.50	2,871.00
Hauling and Placing Aggregates	2,530 cu.yd.	2.05	5,186.50
120-150 Asphalt in Asphalt Macadam	190 ton	47.00	8,930.00
Asphalt in Seal Coat	52 ton	50.50	2,626.00
Extra for Asphalt Macadam Approaches	65 only	50.00	3,250.00
Class "A" Concrete in Box Culverts and Diversion Box	152 cu.yd.	70.00	10,640.00
Reinforcement	20,500 lb.	0.15	3,075.00
12-inch Culvert Pipe	80 lin.ft.	3.00	240.00
18-inch Culvert Pipe	500 lin.ft.	4.50	2,250.00
21-inch Culvert Pipe	550 lin.ft.	5.50	3,025.00
24-inch Culvert Pipe	174 lin.ft.	6.50	1,131.00
30-inch Culvert Pipe	30 lin.ft.	9.00	270.00
18-inch Arch Type Pipe	750 lin.ft.	5.00	3,750.00
24-inch Arch Type Pipe	310 lin.ft.	7.50	2,325.00
30-inch Arch Type Pipe	86 lin.ft.	9.00	774.00
36-inch Arch Type Pipe	26 lin.ft.	13.50	351.00
			$188,089.50
Flagging (57½% of Contractor's Cost)	All Required		$ 1,000.00
Construct Headgate	All Required		750.00
	Subtotal		$189,839.50
	10% Engr. & Cont.		18,983.50
	Total		$208,823.00

Length of Project - - - 3.581 Miles
Cost of Roadway Per Mi. $58,314.15

Federal Funds	$132,600.00
State Funds	38,111.50
County Funds	38,111.50
Total	$208,823.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

GLYNN PAYTON LANE--JAMES SCHOOL SECTION

NONPARTICIPATING WORK

S-560(1)

Adjust Mailboxes	All Required	$340.00
Signing Permanent	All Required	200.00
		$540.00

Fred W. Hill, Member
Helix

July 11, 1957

Baker County Court
Courthouse
Baker, Oregon 97814

Attention: Hon. Lloyd Rea, Judge

Gentlemen:

This is to acknowledge receipt of your advance deposit of $42,900.00 for the James School-Glynn Payton Lane Section of FAS 937. Contract No. 7020 has been awarded to J. C. Compton Co. of McMinnville, Oregon.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldsen
Planning Engineer

HR:mr
Encl.

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

FORM A-186 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 91980

DATE	BILLING REQ. NO.	YOUR ORDER NO	CREDIT DISTRIBUTION
7-12-67	CC 1069		501-1061-297

Baker County
County Courthouse
Baker, Oregon 97814

Att: Hon. Lloyd Bea, Judge

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			42,900.00
Partial transfer of advance deposit for the James School-Glynn Payton Lane Section, FAS 937, covered by agreement dated June 13, 1967.			35,900.00
To be retained			7,000.00

NOTED
H. S. COX

RECEIVED
JUL 13 1967
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

Fred W. Hill, Member
Helix

June 23, 1967

Baker County Court
Courthouse
Baker, Oregon 97814

Gentlemen:

On June 22, 1967, a satisfactory bid was received from J. C. Compton Company, McMinnville, Oregon for constructing the Glynn Payton Lane-James School Section of FAS 937. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$188,089.50
Flagging	1,000.00
Adjust Mail boxes	340.00
Signing	200.00
Construct Headgate	750.00
Engineering & Contingencies (12½%)	23,797.44
ESTIMATED TOTAL COST	$214,176.94

County advance deposit:
20% of $214,176.94 = $42,853.88 or say $42,900.00

Please make this advance deposit in the amount of $42,900.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
RICHARD UNREIN

By

NOTED
HAROLD REYNOLDSON

Harold Reynoldson
Planning Engineer

NOTED
P. B. Arensmeier

HR:mr

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
AUG 2 1 1967
FOR FILE

S-560(1)

7020

Bid June 27,

July 7, 1967

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on June 28, 1967, accepted your proposal for grading and oiling on the Glynn Payton Lane-James School Section of FAS 937 in Baker County for the sum of $188,089.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Baker County is received and the sum of $42,900 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7020. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 19, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn. & Portland, Ore.

Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
A. F. Parson
L. V. Blickenstaff

RECEIVED
JUN 16 1967
FOR FILING

9-5(10)(1)
1020

June 14, 1967

Baker County Court
Courthouse
Baker, Oregon 97814

MISC. CONTRACTS and
AGREEMENTS No. 3345

Gentlemen:

Enclosed for your files is a fully executed copy of a construction finance agreement covering the James School-Glynn Payton Lane Section on (FAS 937) in Baker County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

FORM E-30X—30M—7-66 SP*23811.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 16, 1967
Salem, Oregon

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
Division 5

File 41264-A to Z
Glynn Payton Lane-James School Sec.

For your information we attach one copy of each option acquired by Baker County for the construction of the Payton Place project.

Please note the special construction items added by the County on practically each option.

EFS/ag

Enc. Options

cc: County-City Relations Dept.

EARL F. SALING
Right of Way Office Manager

RECEIVED
MAY 17 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

LLOYD REA
COUNTY JUDGE
GILL C. WRIGHT
R. M. PHIPPS
COMMISSIONERS

BAKER COUNTY
BAKER • OREGON

May 12, 1967

Mr. H. S. Cox
County and City Division Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed is the right of way certificate on the Glenn Payton-James School section on our F.A.S. 937.

There is 0.01 of an acre in the name of the Methodist Episcopal Church, we do not have a deed for.

We cannot find any such church, or anywhere to write to find the information. The attorney for the people owning the adjoining acres is filing to claim title by adverse possession. This ownership was not known by anyone in that community. Someone did say they disbanded in the ninteen twenties.

Sincerely yours,

Lloyd Rea

Lloyd Rea
County Judge

LR:bvl

encl: 1

RECEIVED
MAY 15 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 937

Project Name James School-Glynn Payton Lane

_____

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Baker, Oregon, this 10th day of May, 1967.

RECEIVED
MAY 15 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

BAKER County

Lloyd Lee
County Judge

Commissioner

Geo O Wright
Commissioner

(11/29/66) Copy to John Oaks
V. G. O'Neil
A. F. Parsons

NOTED
DON HARWELL

(12-7-66 150)

Jas 937, Baker Co

LLOYD REA
COUNTY JUDGE
GILL C. WRIGHT
R. M. PHIPPS
COMMISSIONERS

BAKER COUNTY

BAKER • OREGON

May 3, 1967

NOTED
H. S. COX

RECEIVED
MAY 5 - 1967
ENGINEER
... & DIT DIVISION

H. S. Cox, County Relations Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Cox:

Enclosed are copies of the quitclaim deeds and ditch easements regarding the James School - Glynn Payton Lane F.A.S. 937.

I have written on the Real Estate options the requirements the owners demand due to the ditch being put on their property. I hope these forms will suffice for the temporary easement. I intended to have some forms typed up but as I talked to various ones and they all wanted something different I began writing in their demands in ink and have their signatures, so think these will do.

Some of the demands on lengths of pipe are long but I am unable to secure this easement for the ditches in any other manner, and some of the owners have informed me that if these demands are not met they do not want the road to be changed.

If I may be of further assistance, kindly inform.

Very truly yours,
Baker County Road Department

Durward L. Best

Durward L. Best
Roadmaster

DLB:bvl

NOTED
H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Fred Hill, Member
Helix

April 25, 1967

Hon. Lloyd Rea
Baker County Judge
Courthouse
Baker, Oregon 97814

FAS 937
Glynn Payton Lane-James School Section

Dear Judge Rea:

Enclosed are two right-of-way certification forms. When the right-of-way for subject project has been secured, please have these signed, return one copy, and keep one copy for your records.

In order to receive bids for this project at the June 15, 1967 letting, the certificate must be returned to this office by May 11, 1967.

Very truly yours,

H. S. Cox
County and City Division Engineer

By NOTED HAROLD REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:mm
Encl.

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
H. S. COX

Fred Hill, Member
Helix

April 25, 1967

Hon. Lloyd Rea
Baker County Judge
Courthouse
Baker, Oregon 97814

FAS 937
Glynn Payton Lane-James School Section

Dear Judge Rea:

Enclosed are two right-of-way certification forms. When the right-of-way for subject project has been secured, please have these signed, return one copy, and keep one copy for your records.

In order to receive bids for this project at the June 15, 1967 letting, the certificate must be returned to this office by May 11, 1967.

Very truly yours,

H. S. Cox
County and City Division Engineer

By NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:mm
Encl.

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Aransmeier

NOTED
DON HARWELL

H. A. Cox

FORM E-20 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
APR 26 1967
U. S. FOREST SERVICE
COUNTY & CITY DIVISION

Baker, Oregon
April 21, 1967

SUBJECT: Glynn PaytonLane-James School Sec.
FAS 937, Baker County

To: Mr. A. F. Parson
Division Engineer
La Grande

A.F.P.
U.S.F.S.

Mr. Durward Best, County Engineer, was in my office yesterday and we discussed some of the problems he is encountering in securing ditch easements on the subject section.

In order to get some easements signed, he has agreed to lengthen and increase the size of some of the smaller size pipes. Most of these changes are required by good construction practices as well as demanded by the property owners. I do not think that these changes need be shown on the plans.

At Sta. 57+30 there is an existing dam in the creek which forces the water up into an irrigation ditch and which can be removed to permit the runoff to flow on down the creek. This dam will not serve its purpose after the new box culvert is built and the owner is demanding that we construct a concrete headgate with removable planks or he will not sign the easement. This would require a headgate with two 8-foot openings. This probably should be added to the plans.

Mr. Best has one property owner (Wright) who absolutely refuses to permit a ditch to be constructed on his property between Sta. 36+50 and 47+50. Mr. Best says a ditch is required here and he is thinking that perhaps this section will have to be deleted from the project. The County Court may decide to only construct from the Wingville Road, Sta. 63, to the end at Sta. 195. If this were done the above mentioned concrete headgate would fall within the deleted section.

Mr. Best plans to write a letter to our department concerning the above mentioned problems.

L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

NOTED
HAROLD REYNOLDSON

c/c Mr. Durward Best

4-26-67 - Copy to Frank Kell

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

FORM PR-48
(REV. 4-62)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR PROGRAM APPROVAL
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	2/28/67
BY (Signature) Mr. Young's Feb. 16, 1967 letter	
TITLE	

RECEIVED
MAR 3 - 1967

7020

CLASS OF FEDERAL FUNDS: Secondary

SYSTEM (Check one applicable): ☐ FAI ☐ FAP ☐ FAU ☒ FAS

PROGRAM SUMMARY

	STAGE 1 ITEM NOS. ____ THRU ____			STAGE 2 ITEM NOS. X 969 THRU ____			
PROJECT CLASS	NO. OF ITEMS	LENGTH (Miles)	TOTAL EST. COST	NO. OF ITEMS	LENGTH (Miles)	TOTAL EST. COST	FEDERAL FUNDS
HPS							
RWY-HWY							
HIGHWAY				1	3.51	250,000	150,000
TOTALS AS SUBMITTED							
TOTALS AS APPROVED				1	3.51	250,000	150,000

REMARKS

Item	Project	Location
969	S-560(1)	James School-Glynn Patton Lane Sec.

Fas 137

Co. Rds
E.N.F.

RECOMMENDED		APPROVED	
DATE	SIGNATURE	DATE 2/28/67	SIGNATURE T. Dec
TITLE		TITLE Engineering Coordinator	

EXCEPTIONS AND REMARKS *(Use additional sheets if required)*

orig to Young
3-3-67

RECEIVED
MAR 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

EXCEPTIONS AND REMARKS *(Use additional sheets if required)*

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reason thereof.

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

USCOMM-DC 41160-P62

NOTED
RICHARD UNREIN

NOTED
H. S. COX

Salem, Oregon
February 17, 1967

Mr. Floyd Scott
O F F I C E

James School-Glenn Payton Lane Section
FAS ~~907~~ 937 Baker County

NOTED
P. B. Arensmeier

The intention of this letter is to inform you of that portion of the meeting I had with Baker County Court and Baker County Roadmaster, Mr. Best, on February 7, 1967, concerning right-of-way on subject project. The county wishes the Highway Department to write the descriptions for the R/W and the easements. It was understood that some time ago there was to be a 60' R/W set up for this county road, but there were no specific limits established at that time. It now is the intention of the county to establish these limits. The centerline for the project was run by the county and the county requested that the state use it for this project, in such manner that a "fair share" of property for R/W would be taken from each owner along the route. This "fair share" is intended to be that portion of each owner's property which lies within a strip of land 60' in width, which strip is 30' on each side of the centerline referred to above The property owners were agreeable and have promised to donate the land for the R/W.

Mr. Best informed me that any other property ties were quite some distance from the project and he hoped that the descriptions could be prepared with the information we now have.

Harold Reynoldson, Planning Engineer
County & City Division

HR:mm

cc: Durward L. Best, Baker County Roadmaster

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
FEB 23 1967

S-500(1)
7020

February 16, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Secondary Project, Item 969, Project No. S-500(1), James School-Glynn Payton Lane Section, which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 21

	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		PRESENT	FUTURE (66)–(70)	YEAR (71)
CARD 2	1	Co.Rd. 4 Mi. E. of Baker N. 3.5 Mi.	**ADT**	60	90	87

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH (74)
CARD 3	Gr., Dr., Intermediate Type Surf.							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Secondary	
	NAME OF URBAN AREA 17-31	ROUTE NO. S / FEDERAL-AID 937

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 81	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)–(76)
1										
5					**PE**		Co.Rd. 4 Mi. E. of Baker N. 3.5 Mi. (James School-Glynn Payton Lane Section)			
5					**ROW**					
5					**CONST** (CODE)			3.51	250,000	150,000
								3.51	250,000	150,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16)–(23) (24)–(33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		60	90 (66)(70)	87 (71)(72)	08	Oregon	35 (2)(3)	022 (4)(9)	969 (14)(18)

SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14-23)	NUMBER (7-13)	SEQ. NO.	I. Projects Only POST MI. (24)(26)	DESIG. (27)
					S-	560(1)			

COUNTY NAME: Baker — CODE: 001 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 937 (32) — STATE: Co.Rd. (36)(37) — U.S. (41)

MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr., dr., 2-11' lanes O-11 oil mat surface with 4' shoulders. (County to furnish base rock and oil aggregate.)
3.51	250,000	150,000	50,000	50,000 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions-none.
3.51	250,000 (16)(23)	150,000 (24)(33)	50,000	50,000 (Co.)	

REMARKS

Relocation Assistance - None involved.

USCOMM DUSCOMM-DC 48905-P61

JAMES SCHOOL-GLYNN PAYTON LANE SECTION

PROJECT S-560(1)

Existing Facilities

Roadway 24' gravel, 3' shoulders, on a tangent; irrigation facilities on right of way.

Adjacent Sections

North End: 24' gravel with 3' shoulders.
South End: FAS 506.

Project Data

Grade two 11' lanes 0-11 oil mat with 4' shldrs. County to furnish base material and aggregates. Extend and replace concrete box culverts and CMP culverts. Move and adjust private irrigation ditches.

Right of Way:	60'
Access Control:	None
RR Xing:	None
Minimum Design Standards:	None
System Action:	Completed
Public Hearing:	Not necessary
Unusual or Complicated Situations:	None

Route Data: Serves rich productive farming-and-ranching area, school bus, milk trucks, mailman, two grade "A" dairies, storage barn for chemical company and used by a lime plant.

No former projects on route.

NOTED
RICHARD UNREIN

MEMO TO R. N. CHASE Date February 14, 1967 SAFETY PROGRAM No

FAS 937, BAKER COUNTY: JAMES SCHOOL-GLYNN PAYTON LANE SECTION

TERMINI: Extending from FAS 506 which is 2.5 miles south of Wingville to a cross-road one mile north of Wingville.

PROPOSED WORK: Grade, surface, drainage, and irrigation ditches.

NOTED
H. S. COX

NOTED
P. B. Arensmeier

PROJECT LENGTH: 3.51 miles.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$250,000	$150,000	$50,000	$50,000	

EXISTING FACILITIES: Roadway 24' gravel, 3' shoulders, on a tangent; irrigation facilities on right-of-way.

ADJACENT SECTIONS:
NORTH/[redacted] END: 24' gravel with 3' shoulders

SOUTH/[redacted] END: FAS 506

PROJECT DATA: Grade, pave two 11' lanes with O-11 oil, 4' shoulders. County to furnish base material and aggregates. Extend and replace concrete box culverts and CMP culverts. Move and adjust irrigation ditches.

RIGHT-OF-WAY: 60'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION Completed
PUBLIC HEARING: Not necessary

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: Serves rich productive farming and ranching area, school bus, milk trucks, mailman, two grade "A" dairies, storage barn for chemical company and used by a lime plant.

No former projects on route.

NOTED
D. J. PRANGE

HR:mm

NOTED

FORM E-20X—60M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon — NOTED
January 30, 1967 — F. B. Arensmeier

SUBJECT:

To:

Mr. A. F. Parson
~~Division Engineer~~
La Grande

NOTED
H. S. COX

Crushed Aggregate
James School-Glynn Payton Lane
Baker County FAS #937

Baker County has completed crushing the C-11 oiling aggregate and the 3/4-0 leveling course for the subject section.

The 1¼"-3/4" and the 3/4"-½" had to be rescreened to get rid of excess fines. These sizes are represented by Lab #808779 and #807247. The ½"-¼" and ¼"-10 are represented by 807248, 807249 and 795666.

A large amount of the 3/4-0 was crushed slightly out of gradation specifications. There was too much retained on the 3/8" screen and not enough passing the ¼" screen. These are represented by Lab #795420 and 803908. It has been proposed that crushed reject screenings be roadmixed with the 3/4-0 to bring it into gradation specs. and add enough fines so the material will set up. Between 10% and 20% of the rejects will do this. Rejects represented by Lab #811414 and 811415. This material is stockpiled at the same location as the other rock.

Vernal Moore

Vernal Moore
Division Geologist

VM:nd
cc. Mr. F. D. Morgan
Mr. H. S. Cox
Mr. D. Best
To Virgil O'Neil 2/1/67

RECEIVED
FEB 1 - 1967
ENGINEER
CITY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

UNION
R38E
R40E
T6S
NORTH POWDER
R36E
Rivervale Hill
Tulle Valley Rts
Powder River
Oregon
Washington
Haines
Rock Creek
Wingville
Baker Municipal Airport
Baker Valley
Sumpter Valley Ry
Baker
Forest
Marble Point
Coyote Point
Magpie Peak
Hunt Mtn
Harrison Meadow
Railroad
PROPOSED PROJECT
FAS-937
Proposed Pit Run Base Source
R39E
R39E
R40E
BAKER COUNTY

NOTED
H. S. COX

January 6, 1967

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN
NOTED
MAINOR C. HOLMES

Mr. Durward L. Best
Baker County Roadmaster
Courthouse
Baker, Oregon 97814

FAS 937
James School-Glynn Payton Lane Section

Dear Durward;

Reply to your letter of January 4, 1967 is a little difficult in that plans are not in from the field so cannot be reviewed until such time as they are received.

By this letter I will attempt to review this project and also your financial FAS standing.

Item No. 1 - This project has been postponed for bid opening until March 23 due to lack of field plans.

The complete financial picture is as follows according to our books: This division has scheduled $105,000 of federal funds for this project. This leaves $5,243 of federal funds remaining to your credit. If these sums are added together you would have $110,243 of federal funds which would be sufficient for a total project of $184,000. Bear in mind that this amount is available at the present time. If additional funds are necessary, we could use Baker County's estimated 1969 allotment which would be approximately $38,400 of federal funds for a total project of an additional $64,000 - for a grand total of approximately $248,000. You can see by the above quoted figures that the only monetary problem is the ability of the County to raise its matching funds and to provide right-of-way and the attending expenses such as fencing, etc.

You are correct in assuming that you may shorten the project or possibly make other alterations in the plans to better fit your particular needs. I would, however, suggest that we wait for the plans and then confer with you to determine which course of action would be best suited to the County's desires.

Very truly yours,

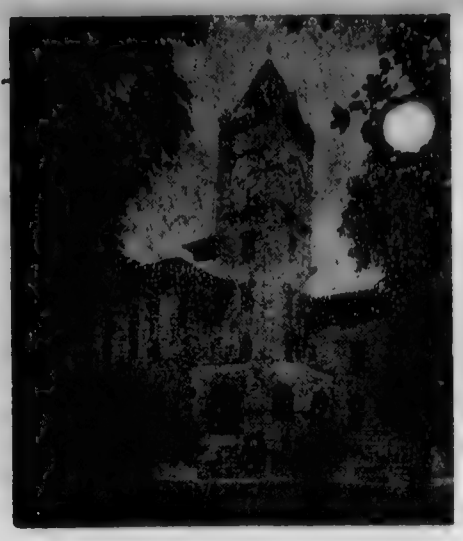
NOTED
HAROLD
REYNOLDSON

H. S. Cox
County and City Division Engineer

HSC:tmm

NOTED
R. H. PRANGE

NOTED
DON HARWELL



LLOYD REA
COUNTY JUDGE

R. M. PHIPPS
GILL C. WRIGHT
COMMISSIONERS

BAKER COUNTY
BAKER • OREGON

January 4, 1967

NOTED
H. S. COX

RECEIVED
JAN 6 - 1967
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Si:

We are concerned about the James School Glynn Payton Lane FAS 937 road.

I have been going over the estimates with M. M. Stump, resident engineer, on the project and am of the opinion there will not be enough funds to construct the 3.5 miles to the standards proposed by the division office. The proposed 22 foot 0-11 with 4 foot shoulders, 18 inches of base rock, which it must have, and filling the borrow ditches and putting them on the abutting property owners land.

We do not oppose this type of construction but according to our "Status of F.A.S. funds" we have approximately $114,000. of Federal Funds and with the state and county funds amounts to approximately $150,000. Mr. Stump estmates $211,000.00 plus for this construction. Of course, he is not deducting the leveling course and oil aggregate which we have made and is in the stock pile.

He has not as yet forwarded his estimate to Salem for review, but our concern is we are to acquire all additional right of way and rebuild the fences. If this project was not built or if only part of it were built we feel the residents living on the portion not built, after donating the right of way will be angry.

We have already began building fence, but am wondering if I should cut down on the mileage. All property owners are quite pleased with the prospect of an oil road.

I would appreciate hearing your views on the aforemention subject and if we interpret our FAS funds correctly.

cont...

NOTED
JON HURWELL

January 4, 1967

The first estimate from your office was $175,000.00 then we made the aggregate and leveling course and your estimate is now $105,000.00 for F.A.S. funds which dot not agree with Mr. Stump's estimate.

Thank you kindly for your assistance as we may be unduly alarmed.

Very truly yours,

Durward L. Best

Durward L. Best
Roadmaster
Baker County Road Department
Courthouse
Baker, Oregon

DLB:bvl

12/23/66
(date)

FEB #18

NOTED
RICHARD UNREIN

NOTED
H. S. COX

NOTED
P. B. Aransmeier

NOTED
MAINOR C. HOLMES

Baker County Court
Courthouse
Baker, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 937 FAS-C

Section James School-Glynn Payton Lane: Grade & Oil

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
JAN 6 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

1-4-67
(date)

By Lloyd Lee

By T. H. Rupp
Commissioner

By [illegible] Wright
Commissioner

Copy to L. H. Young
[illegible]

NOTED
R. H. PRINCE

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

Section James School - Glynn / Payton Lane Highway F.A.S. 937 County Baker Prefix SCL-[illegible]

Res. Engr. M. Stump Approx. Length 3.5 Miles. Sta. _____ to Sta. _____ Date 12-13-65

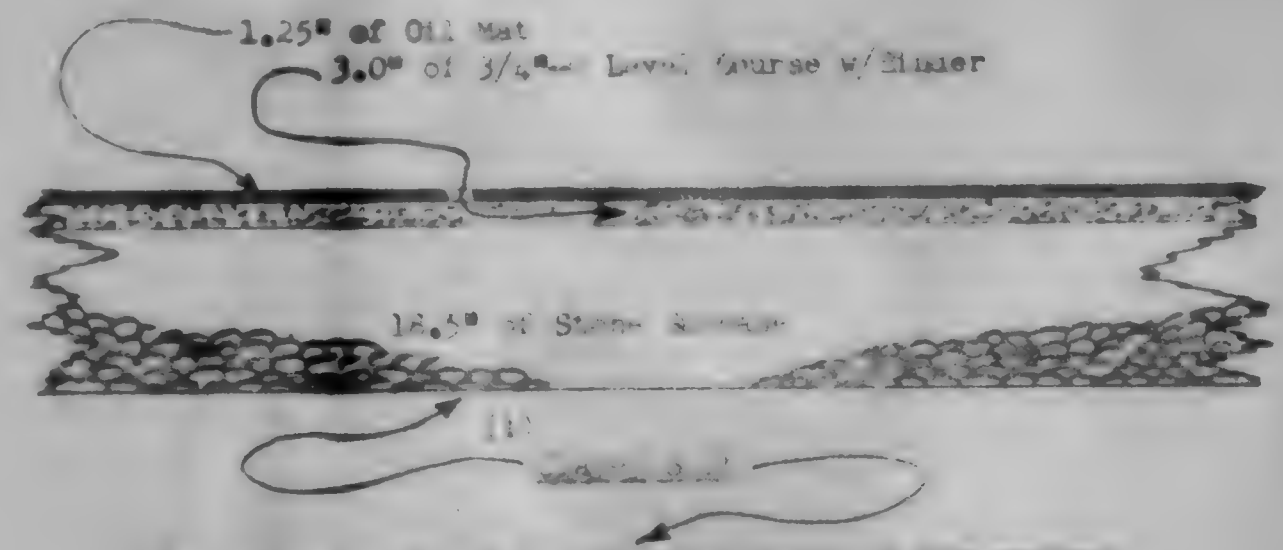
Traffic A.D.T. 8 Traffic Coefficient 4.0 18 kip s.a. per day 5.6.

Annual Precipitation 19"± (Rock Creek) Frost Penetration 30"±.

CBR Total Req.	Credit	Actual Thick.	S-57-C
19.0	20.0		(1)

(1)
Typical Soil
- LL
- 5 PI
- 9 %P 10
- 65 %P200
- % Gravel
- 1 % Sand
- 3 % Sand
- 56 % Silt
- 9 % Clay
- "R" Value
- [illegible]

[illegible] CLASSIFICATION:
A-4 (8)



MATERIAL SOURCES:
[illegible] determined by the Engineer.

For values assigned [illegible] see table below:

1.0" Oil Mat	=	1.1" Crushed Base
1.0" Stone Surface (Per Standard Specifications plus Supplementals.	=	0.8" Crushed Base

NOTED
F. H. KUBOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
[illegible] - City (2)

Submitted by _____ Staff Assistant Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer Approved by _____ Asst. State Highway Engineer

SECTION. James School - Glynn
Payton Lane

HIGHWAY: F.A.S. 937

COUNTY: Baker

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT (1965) 110 (Total)

B. Future ADT (1985) 150 (Total)

C. Mean ADT _____ (Total)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 12 (ADT Basis)

G. Trucks (in one direction) F= .06 x (C) 130 = 7.8

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 8 x (H 100 % = 8

TRAFFIC COEFFICIENT = K (I) 0.119
where K = 4.669

= 6.0

SECTION: James School - Glynn
Payton Lane

HIGHWAY: F.A.S. 937

COUNTY: Baker

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: When constructed to present OSHD surfacing thickness standards.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally O.K.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. [illegible] of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an Oil Mat.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made, see Items 6 & 12.

RECEIVED
SEP 13 1966
FOR FILING

S-560 (1)

1020

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

September 1, 1966

Routing

Morgan
Dresser
Bond
Klaboe
Walker
Glenn
Swan

Peace
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 3 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of August 26, 1966 regarding the prospectus for:

James School-Glynn Payton Lane Section, County Road, FAS 937, Baker County.

Please be advised that there will be no conflict with wildlife resources as a result of this work, and the project is approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

9-6-66 Copies sent:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)

bjm

RECEIVED
SEP 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 30 1966
FOR FILING
1-520(1)
1020

Prefix No. 501-1414

LOCATION PROSPECTUS
JAMES SCHOOL-GLYNN PAYTON LANE SECTION
COUNTY ROAD, FAS 937
BAKER COUNTY

HIGHWAY: County Road, Federal-aid Secondary No. 937.

TERMINI: The northerly end is approximately 1 mile north of the community known as "Wingville". The southerly end is approximately 2.5 miles south of said community of "Wingville".

LENGTH: 3.5 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and oiling with an 0-11 oil mat. The route approximates the existing facility. Reconnaissance is not necessary. Soils investigations will be conducted. No special drainage problems are anticipated. An economic analysis is not needed at this time.

CHARACTERISTICS: Present ADT 110; projected ADT 150.

STANDARDS: Class "E", maximum grade 6 per cent, curvature 10 degrees. Deviations from State standards are anticipated.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot shoulders.

ACCESS: No control of access.

BASE DESIGN: The tentative base design for construction is:

Wearing Surface	1-1/4" 0-11
Top Course Base	2 " Leveling
Bottom Course Base	15 " Coarse Material
Total Depth	18-1/4"

MATERIAL SOURCES: Sources of suitable material will be located during time of survey and referenced to the project.

AGREEMENTS: An agreement with the county will be necessary.

UTILITIES: Routine utility adjustments may be necessary.

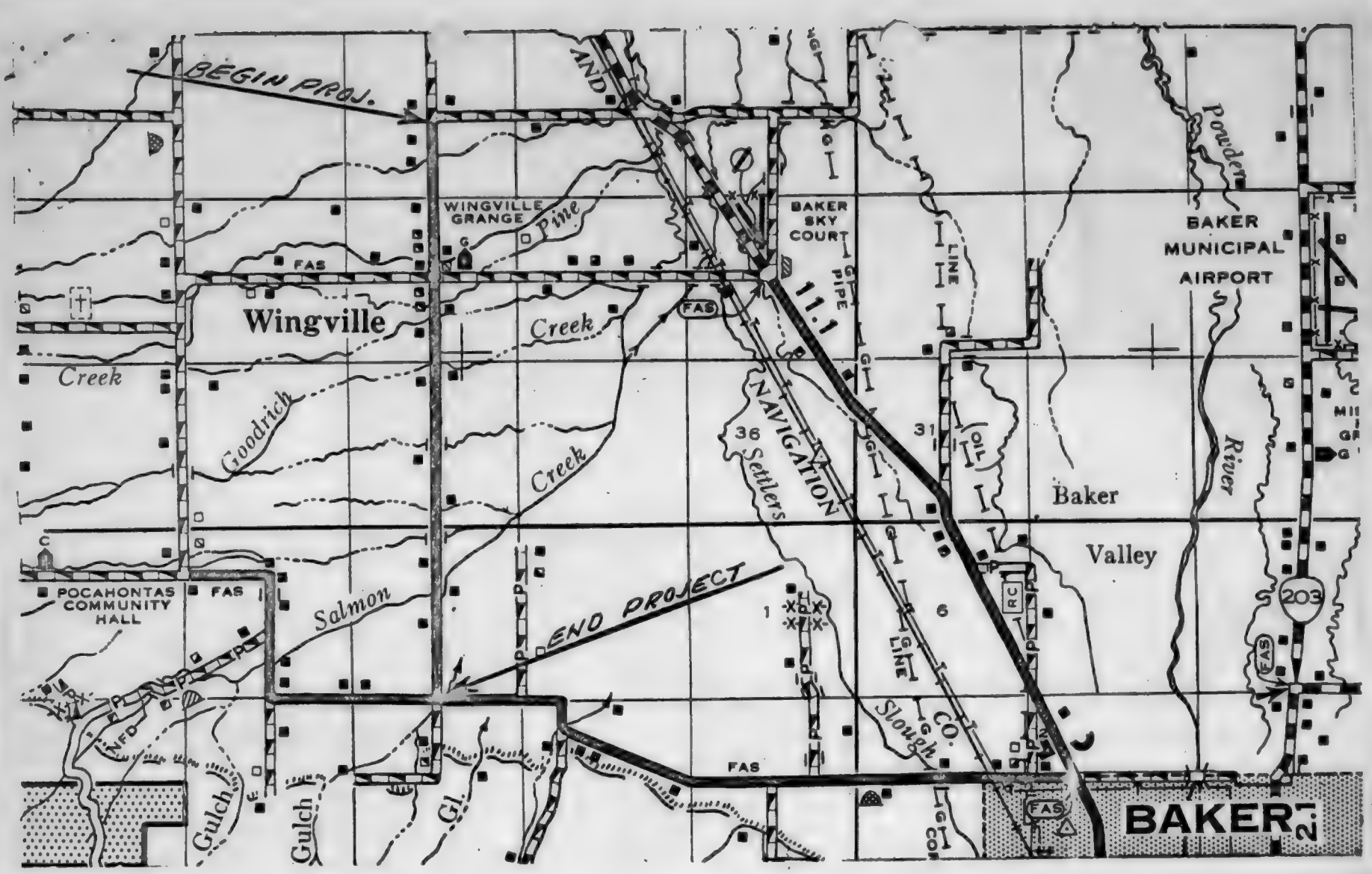
NOTED
TOM EDWARDS

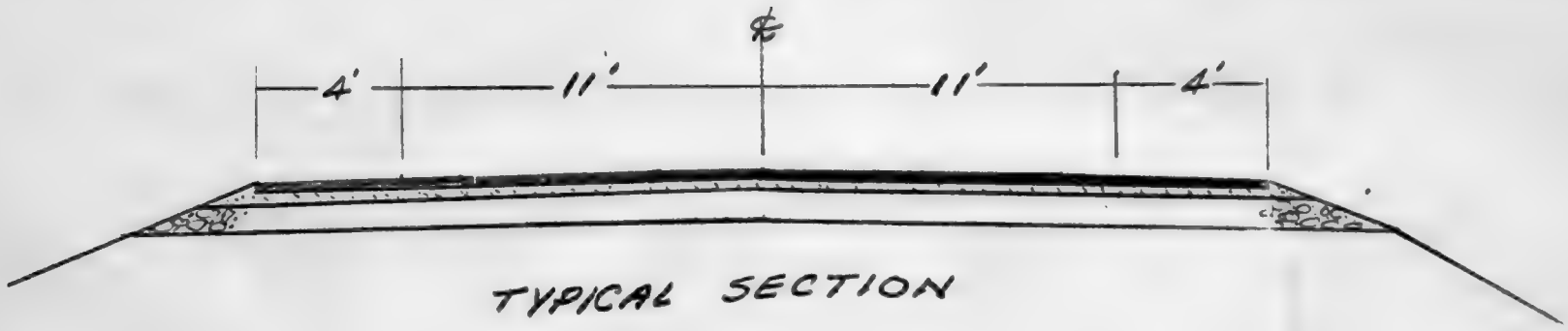
PARKS OR REST AREAS: None affected.

ADDITIONAL FACILITIES: No railroads, airports or major streams affected.

August 26, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
AUG 29 1966
STATE HIGHWAY ENGINEER





TYPICAL SECTION

LOCATION PROSPECTUS
JAMES SCHOOL - GLYNN PAYTON LANE
FAS 937 CO. RD.
BAKER COUNTY

AUG. 1966

7-6-66

BAKER COUNTY
PROPOSED PROJECT (1967 Funds)

1. FAS 937, James School-Glynn Payton Lane, Grade, Surface & Oil 3.5 Miles, $175,000.

The County is requesting an oil wearing surface 20 feet wide with 4 foot shoulders. The project will follow the existing alignment and the County has requested that the side slopes of the gradings be modified so that additional right of way requirements may be held to a minimum.

66-d
7/6/66

HIWAY COMMISSION
APPROVED ON
JUL 14 1966

RECEIVED
JUN 10 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
R.H. PRANGE

COUNTY ROAD FAS PROJECT DATA

1. Name of County Klickitat 6-9-66 FAS No. Proposed 937
2. County Road Name James School-Wingville-Poleline Rd. East to U.S. 30
3. Section Name James School-Glynn Payton Lane Length 3.5 mi.
4. Type of Project Widen-Base-Surface
5. Survey to be done by: State ✓ County _____
   (NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No ✓
   Will it be furnished? Yes ____ No ✓ 22' ← Proposed by Blair and Hall
7. Wearing Surface: Type O-11 Width ~~20~~ Shoulders 4'
8. Grading & Drainage:
   By County ____ County Date of Completion _____ By Contract ✓
9. Bottom Base Course:
   By County ____ County Date of Completion _____ By Contract ✓
10. Leveling Course:
    By County ____ County Date of Completion _____ By Contract ✓
11. Wearing Surface:
    By County ____ County Date of Completion _____ By Contract ✓
12. Clearing:
    By County ____ County Date of Completion _____ By Contract ✓
13. Is there any merchantable timber on right-of-way? Yes ____ No ✓
14. Will timber be reserved for owner? Yes ____ No ____
15. Will timber become property of contractor? Yes ____ No ____
    Remarks _____

MATERIAL SOURCE -

16. Gravel ✓ Quarry _____ Cinders _____
17. Owner: County ✓ State _____ Private _____
18. Location: _____ Section 19&29 Township 8 S, Range 39 E W.M.

CAR 61-8

19. Materials furnished by County: Borrow ✓ Select Topping ✓

Base Course ✓ Level Course ✓ Mineral Aggregates ✓

20. Miscellaneous Items: _____

Remarks: _____

_____

FINANCIAL- -

21. Estimated Cost: $_____

22. Available FAS Funds: $ 23,000.00

23. Date Match Money is Available: July 1st 1966

24. Will there be any 100% County Money? Yes ___ No ✓

25. Maximum Amount of 100% County Money Available: $_____

26. Date County Requests Letting: Soon as Possible

Remarks Request grading - drainage and base be accomplished IN 1966 - Surface Summer 1967

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes ✓ No ___

28. Will right-of-way be acquired by: Resolution ___ or Deed ✓

29. Should State prepare options? Yes ✓ No ___

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ___ No ✓

31. Should material source site be included in right-of-way descriptions? Yes ___ No ✓

32. Does project run inside city? Yes ___ No ✓
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. [redacted].)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes ✓ No ___
(NOTE: County must move all utilities located on present right-of-way.)

Remarks _____

CLR 61-8

RAILROADS- -

34. Location: R.R. will be on 2nd Section of Proposed F.A.S. Route

35. Name of Railroad: Union Pacific

36. Number of tracks: 1

37. Sight distance: 1 Mile (Left) 1 Mile (Right)

38. Number of trains _____

39. Angle of intersection Right Angles

40. Type of crossing: Grade ✓ Overcrossing ____ Undercrossing ____

41. Number of signs: Advance Warning ____ Crossbucks 1 Stop 1

Automatic Flashing ____ Automatic Bell ____ Gates ____

Remarks _____

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes ____ No ✓

43. Will replacement by by: County _____ Contract _____
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes ____ No ____

45. Will County adjust structure to additional width? Yes ____ No ____

46. Will adjusted width be standard? Yes ____ No ____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks _____

_____

47. Is project contingent upon other factors? Yes ____ No ✓

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: _____

_____

_____

_____

CLR 61-2

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: _____

_____

_____

_____

50. (c) Surveys (Coordination with outside surveys)

Explain: _____

_____

_____

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No ✓

52. Does County wish sight posts installed? Yes___ No ✓

53. Does County wish guard rail installed? Yes___ No ✓

54. Does County wish seeding and mulching incorporated into job?

Yes___ No ✓

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Baker County

June 9, 1966 Date

By _____
Judge or Commission Chairman

By _____
County Engineer

_____
O.S.H.D. Field Engineer

Date 6-10-66

cer 4-8

1-8327 Dooley Mtn. Rock Prod. Proj., 1967
Baker-Unity Hwy.
#7021

RECEIVED
DEC 1 - 1967
FOR FILING

1-8327
7021

November 29, 1967

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

Contract No. 7021 awarded to Arthur Simonsen and Company, Inc., for the Dooley Mountain Rock Production Project on the Baker-Unity Highway in Baker County was completed on September 13, 1967, and accepted by the Highway Commission on November 28, 1967.

Final payment in the amount of $1,720.00 will be released to the contractor after December 6, 1967. The total contract amount is $34,982.05 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Arthur Simonsen and Company, Inc.
3005 N. Third Street
Baker, Oregon 97810

Victor S. Risley Company
Board of Trade Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 30 1967
FOR FILING
1-8327
7021

November 28, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 13, 1967, on Contract No. 7021. The contract was with Arthur Simonsen & Company, Inc., and was for rock production on the Dooley Mountain Rock Production Project, on the Baker-Unity Highway in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 28, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb:jes

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

1-8327

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Dooley Mountain Rock Production	WEEK ENDING: Sept. 29, 1967
		SECTION PREFIX: 1-8327
	HIGHWAY: Baker-Unity	COUNTY: Baker
NAME OF JOB: Dooley Mountain Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Arthur Simonsen & Co., Inc.	CONTRACT NUMBER: 7021	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: August 15, 1967	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $38,700.00	SPECIFIED COMPLETION DATE: November 30, 1967	PERCENT OF TIME ELAPSED: 51
EXCLUSIVE OF ENGINEERING: $35,948.00	ENGINEERING AUTHORIZATION: $2,752.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $34,982.05	ENGINEERING COST TO DATE: $1,693.55	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: OVERRUN / UNDERRUN: -5 %	PERCENT OF AUTHORIZATION: 62 %	DATE PROJECT WAS COMPLETED: Sept. 13, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			8,000.00		
TOTAL QUANTITIES CORRECTED TO DATE			8,135.36		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			8,135.36		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair all week			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing:
Morgan
Ducker
Bond
Barbee
Walker
Glenn
Swan
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
OCT - 1967
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No work all week. Job completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This project is completed and the semi-final estimate was submitted to the division office on Sept. 28.

FINAL REPORT.

SIGNED J. V. Bliobenstoff LOCATION Baker

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUL 26 1967

FOR FILING

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

7021

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 24, 1967

Arthur Simonsen and Co., Inc.
3005 N. Third St.
Baker, Oregon 97810

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7021 for the Dooley Mtn. Rock Production Project on the Baker-Unity Highway in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc Maryland Casualty Company
Baltimore 3,
Maryland

Victor S. Risley Co.
Board of Trade Bldg.
Portland, Oregon

9-3723 Lapine St. Recreation Area access road (Grad. & Oiling) 1967

#7022

RECEIVED
OCT 27 1967
FOR FILING
9-3723
7022

October 27, 1967

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 7022 awarded to Don Greene Construction, Inc., for grading and oiling of access and park roads in the Lapine State Recreation Area in Deschutes County was completed on September 1, 1967, and accepted by the Highway Commission on October 26, 1967.

Final payment in the amount of $5,743.33 will be released to the contractor after November 3, 1967. The total contract amount is $104,700.05 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Don Greene Construction, Inc.
805 N. E. Liberty
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road N.E.
Salem, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 27 1967
FOR FILING

9-3723

7022

October 26, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 1, 1967, on Contract No. 7022. The contract was with Don Greene Construction, Inc., and was for grading and oiling of access and park roads in the Lapine State Recreation Area in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 26, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Lloyd P. Shaw
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

FBK:srb

RECEIVED
OCT 27 1967
FOR FILING

9-3723

7022

October 26, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 1, 1967, on Contract No. 7022. The contract was with Don Greene Construction, Inc., and was for grading and oiling of access and park roads in the Lapine State Recreation Area in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 26, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Lloyd P. Shaw
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

FBK:srb

9-3723 C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: La Pine State Recreation Area		WEEK ENDING: Sept. 16, 1967
		SECTION PREFIX: 9-3723
HIGHWAY: Access and Park Roads		COUNTY: Deschutes
NAME OF JOB: La Pine State Recreation Area	KIND OF WORK: Grading and Oiling	
CONTRACTOR: Don Greene Construction ~~XXXX~~ Inc.	CONTRACT NUMBER: 7022	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: July 13, 1967	ESTIMATED COMPLETION DATE: Completed 9-1-67
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN / SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 60	CALENDAR DAYS USED: 49
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 82
PROJECT AUTHORIZATION: $146,437.31		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $136,023.99	ENGINEERING AUTHORIZATION: $10,413.32	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $121,042.75	ENGINEERING COST TO DATE: $6,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87
ESTIMATED PERCENT ~~OVER~~ UNDERRUN: 13 %	PERCENT OF AUTHORIZATION: 63 %	DATE PROJECT WAS COMPLETED: Sept. 9, 1967

SF to Div. 9-13

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	PROJECT COMPLETED 9-1-67						
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Routing
TUESDAY				B RECEIVED
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				CARSTENSEN

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate was submitted to the division office on 9-13-67.

* * * * F I N A L R E P O R T * * * *

SIGNED R. H. Clark LOCATION Bend

R. H. Clark

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM S-123

RECEIVED
JUN 29 1967
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

9-3723

7 22

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 28, 1967

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Don Greene Construction, Inc.
864 Liberty, Northeast
Salem, Oregon 97301

Gentlemen:

The State Highway Commission on this day awarded to you State Highway Contract No. 7 22 for the following project:

Lapine State Recreation Area access road about 17 miles south of Bend. Grading and oiling.

This award was based on your bid of $114,866.50 which was submitted to the Commission on June 22, 1967 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
C. D. Matthias
I. D. Merchant
David Talbot

Salem, Oregon
April 3, 1967

Mr. J. F. Putnam
Division Engineer
Bend

Refuge at Intersection US97
and Lapine Recreation
Area Road

I have discussed the budgetary aspects of the subject construction with Mr. Edwards. There will be funds other than State Parks funds available for this work.

Parks will pick up the burden at the westerly shoulder line of the highway and finance everything from there to the camp area.

Please compile and submit cost estimate of the refuge project.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
Tom Edwards
David G. Talbot

I-5-2(53)82 Azalea-Glendale Jct. Sec. 1967
of Pac. Hwy. (Rdside. Imp.)
#7023

RECEIVED
DEC 17 1968
FOR FILING

I-5-2(53)82

7023

December 16, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed January 17, 1968, on Contract No. 7023. The contract was with Baits and Son Company and was for roadside improvement work on the Azalea-Glendale Junction Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This matter will be on the agenda for confirmation at the December 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb:ms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
D. J. Barbee
L. H. Young
C. T. Keasey

RECEIVED
DEC 17 1968
FOR FILING

T 5-2(52)-2
7023

December 16, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7023 awarded to Baits and Son Company for roadside improvement on the Azalea-Glendale Junction Section of the Pacific Highway in Douglas County was completed on January 17, 1968, and accepted by the Highway Commission on December 16, 1968.

Final payment in the amount of $18,874.93 will be released to the contractor after December 23, 1968. The total contract amount is $178,451.69 including $790.39 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Baits and Son Company
9817 East Burnside
Portland, Oregon 97216

C. T. Keasey
Frank Morgan
C. H. Maison
Attn: John Herr

I-5-2(53)82
7023

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Azalea - Glendale Junction		WEEK ENDING: November 16, 1968
		SECTION PREFIX: 610-1023
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Azalea - Glendale Junction	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Baltz & Son Company	CONTRACT NUMBER: 7023	FEDERAL AID PROJECT NUMBER: I-5-2(53)82
DATE OF CONTRACT: 6-28-67	DATE WORK STARTED: 8-1-67	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 185	CALENDAR DAYS USED 185
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 194,261.04		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 178,518.94	ENGINEERING AUTHORIZATION $ 15,742.10	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 178,518.94	ENGINEERING COST TO DATE $ 15,742.10	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: 1-18-68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100					

	GRADING	Topsoil ~~Shoring~~	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,500	3,950			
TOTAL QUANTITIES CORRECTED TO DATE	8,779	5,663			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8,779	5,663			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			
MONDAY	Rain			
TUESDAY	Lt Showers			
WEDNESDAY	Partly Cloudy			
THURSDAY	Cloudy - Rain			
FRIDAY	Showers			
SATURDAY				

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspection completed Thursday November 14, 1968

Final Report

SIGNED R. L. Hayman LOCATION Grants Pass, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
NOV 2 1968

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

I-5-2(53)82

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7023

November 15, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7023
Prefix 610-1023
FAP I-5-2(53)82

Dear Sir:

The replacement planting work under Contract No. 7023, Azalea-Glendale Junction Section of the Pacific Highway in Douglas County, was completed November 8, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 11-21-68

Conditions noted on above date:

The project has been satisfactorily completed and final inspection made on November 14, 1968

R. E. Simpson
Division Engineer

VG:fw
bc: Forrest Cooper
F. D. Morgan

RECEIVED
NOV 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 2 - 1968
FOR FILING

I-5-2(53)2
7123

July 1, 1968

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7023, the Azalea-Glendale Junction roadside improvement project on the Pacific Highway (I-5) in Douglas County is anticipated. Baltz & Son Company of Portland is the contractor. This is a Federal Aid Interstate project for which the original authorization was $182,701.35. The present anticipated cost is $194,261.04, indicating an overrun of $11,559.69, or 6.33 percent.

The major reasons for this overrun are due to overruns of the contract items for general excavation, furnishing and placing topsoil, and furnishing and planting vines. The existing topsoil in nearly half of the planting beds was found to be of poor quality and additional topsoil was necessary in order to provide a satisfactory growing base for the plants. This required an overrun in topsoil which amounted to more than $7,000. Several additional planting beds were added and others were enlarged which required additional topsoil and vines.

This request for an additional authorization will be presented to you at the July 9 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
C. T. Keasey
L. H. Young
DES:fr fn

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1963

SUBJECT: Overrun of Project Authorization
Azalea-Glendale Junction Section
Pacific Highway
Contract No. 7023

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

Attached is a Report on Expected Overrun of the Project Authorization on the subject contract. This project for roadside improvement is under contract to Baltz & Son Company of Portland. The original project authorization was $182,701.35. The present anticipated cost is $194,261.04, indicating an overrun of $11,559.69, or 6.33%.

The major reasons for this overrun are due to overruns of the bid items for General Excavation, Furnishing & Placing Topsoil and Furnishing & Planting Vines. When the planting beds were cultivated, the existing topsoil in approximately 40% of the beds was found to be of poor quality and additional topsoil was needed in order to provide a satisfactory growing base for the plants. This necessitated an overrun in the item for topsoil which amounted to more than $7,000. The General Excavation item was intentionally staked to overrun in order to provide some of the additional topsoil needed. During the progress of the project, several planting beds were added and others were enlarged, thus necessitating additional topsoil and vines. The excavation and vines caused an overrun of nearly $6,000. The engineering overran on this project primarily because of the 25 mile distance from crew headquarters plus the necessity of having an inspector present on the project when only a limited amount of work was being performed.

It is recommended that the project authorization be increased by $11,559.69. This is a Federal-aid Interstate Project.

A rough draft of a letter to the Highway Commission is attached.

RECEIVED
JUN 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB-DES:fr
Attach.
cc: L. H. Young

Form E-372 (Rev. 10-66)

I-5-2(53)42

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Azalea - Glendale Junction Date June 20th, 1968

Highway Pacific Contract No. 7023

County Douglas Kind of Work Roadside Improvement Contractor Balts & Son Company

	Authorized	Estimated	
Contract Amount	$162,201.20	$177,285.30	
Anticipated Items	200.00	148.51	
Contingency (4½%)	7,308.05	1,085.13	
Engineering	12,992.10	15,742.10	
Credits			
PROJECT COST	$182,701.35	$194,261.04	
NET INCREASE $	11,559.69	6.33%	

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
(C) Bid Item No. 1 General Excavation	$19,752.53	+ $2,877.53
(C) " " " 2 Furnishing & Placing Topsoil	24,087.75	+ 7,280.25
(C) " " " 9 Furnishing & Planting Vines	67,609.00	+ 3,009.00
(U) EWO No. 2 Extend Culvert Pipes	643.13	+ 643.13
(U) P.A. " 2 Enlarge Tree Pits	337.20	+ 337.20
(U) P.A. " 4 Change Planting Time	104.80	+ 104.80

APPROVED BY STATE HIGHWAY COMMISSION
DATE 7-9-68

Principal reasons for overruns (Continue on reverse side): Overruns in Topsoil, Excavation and Shrubs were required to provide satisfactory planting beds.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by R. L. Hagerman
Resident Engineer

Confirmed by John Carpenter
Division Engineer
Asst.

Noted by
for Construction or Bridge Engineer

Noted by
Assistant Deputy or State Highway Engineer

SP*22708-734

Monthly transaction number	FOR FR-2A (REV 9-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
4-28		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
10		Douglas
Modification number	(PPM 21-7)	Project number
1		I-5-2(53)82

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 11, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 178,641	$ 194,671
Federal funds	$ 164,800.00	$ 179,500.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26 day of March, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Nebeker

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(53)82

AZALEA-GLENDALE JCT. SECTION OF THE

PACIFIC HWY. IN DOUGLAS COUNTY

Revised project agreement estimate. Revised to include increase in bid item quantities.

Salem, Oregon, March 19, 1968

Type Code X093
Roadside Improvement (Sta. 525+00 Thru Equa. 591+04.06 = 63+38.81 to Sta. 455+00)
Contract No. 7023

General Excavation, Unclassified	8,778 cu.yd.	$ 2.25	$ 19,750.50
Furnishing and Placing Topsoil	5,063 cu.yd.	4.25	24,067.75
Adjusting Inlets	1 only	200.00	200.00
Type 2 Fence	220 rod	11.00	2,420.00
Salvaging Type 2 Fence	46 rod	2.15	98.90
Type 2 Fence - Salvaged	46 rod	3.80	174.80
Roadside Seeding and Mulching	6 acre	370.00	2,220.00
Furnishing and Planting Trees	740 only	11.40	8,436.00
Furnishing and Planting Shrubs	19,885 only	3.40	67,609.00
Furnishing and Planting Vines	50,000 only	0.52	26,000.00
Inorganic Fertilizer, 10-16-8	80 cwt.	7.10	568.00
Organic Fertilizer, 5-3-2	60 cwt.	6.65	399.00
Manure Fertilizer	410 cu.yd.	14.20	5,822.00
Mulch	17.28 acre	1,100.00	19,008.00
			$176,773.95
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
			$ 200.00
	Subtotal		$176,973.95
	10% Engr. & Cont.		17,697.05
	Total		$194,671.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$179,500.00
State Funds -	15,171.00
	$194,671.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 610-1023

I-5-2(53)82
7023

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
8-63		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
5	(PPM 21-7) 8-11-67	Douglas
		PROJECT NO. I-5-2(53)82

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Azalea-Glendale Jct. Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-31-67	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 178,641	$ 164,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahr

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

Date executed by Division Engineer August 11, 1967

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(53)82

AZALEA-GLENDALE JCT. SECTION OF THE

PACIFIC HWY. IN DOUGLAS COUNTY

Project Agreement Estimate.

Salem, Oregon, July 13, 1967

Type Code X003
Roadside Improvement (Sta. 525+00 Thru Equa. 591+04.06 = 63+38.81 to Sta. 455+00) Contract No. 7023

General Excavation, Unclassified	7,500 cu.yd.	$ 2.25	$ 16,875.00
Furnishing and Placing Topsoil	3,950 cu.yd.	4.25	16,787.50
Adjusting Inlets	1 only	200.00	200.00
Type 2 Fence	220 rod	11.00	2,420.00
Salvaging Type 2 Fence	46 rod	2.15	98.90
Type 2 Fence - Salvaged	46 rod	3.80	174.80
Roadside Seeding and Mulching	6 acre	370.00	2,220.00
Furnishing and Planting Trees	740 only	11.40	8,436.00
Furnishing and Planting Shrubs	19,000 only	3.40	64,600.00
Furnishing and Planting Vines	50,000 only	0.52	26,000.00
Inorganic Fertilizer, 10-16-8	80 cwt.	7.10	568.00
Organic Fertilizer, 5-3-2	60 cwt.	6.65	399.00
Manure Fertilizer	410 cu.yd.	14.20	5,822.00
Mulch	16 acre	1,100.00	17,600.00
			$162,201.20

Flagging (57½% of Contractor's Cost)	All Required	$ 200.00
		$ 200.00
	Subtotal	$162,401.20
	10% Engr. & Cont.	16,239.80
	Total	$178,641.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$164,800.00
State Funds -	13,841.00
Total	$178,641.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-2(53)82

AZALEA-GLENDALE JCT. SECTION

OF THE PACIFIC HWY. IN DOUGLAS COUNTY

P.S. & E. Estimate

Salem, Oregon, May 1, 1967

Type Code Y003
Roadside Improvement (Sta. 525+00 thru Equa. 591+04.06=63+38.81 to Sta. 455+00)

General Excavation, Unclassified	7,500 cu.yds.	$ 1.75	$ 13,125.00
Furnishing and Placing Topsoil	3,950 cu.yds.	5.00	19,750.00
Adjusting Inlets	1 only	75.00	75.00
Type 2 Fence	220 rods	9.50	2,090.00
Salvaging Type 2 Fence	46 rods	4.50	207.00
Type 2 Fence - Salvaged	46 rods	4.50	207.00
Roadside Seeding & Mulching	6 acres	400.00	2,400.00
Furnishing and Planting Trees	740 only	12.00	8,880.00
Furnishing and Planting Shrubs	19,000 only	5.00	95,000.00
Furnishing and Planting Vines	50,000 only	0.60	30,000.00
Inorganic Fertiliser, 10-16-8	80 cwt.	8.00	640.00
Organic Fertiliser, 5-3-2	60 cwt.	8.00	480.00
Manure Fertiliser	410 cu.yds.	8.00	3,280.00
Mulch	16 acres	1,000.00	16,000.00
			$192,134.00
Flagging (57½ of Contractor's Cost	All Required		$ 200.00
			$ 200.00
		Subtotal	$193,334.00
		10% Engr. & Cont.	19,333.00
		Total	$211,667.00

Length of Project - - - - - - - 0.00 Mile

Federal Funds -	$195,200.00
State Funds -	16,467.00
	$211,667.00

I-5-2(53)82

Form E-206—SM

10

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon m... project agreement i... funds are required.
Date OCT 1C-1P...
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Azalea-Glendale Junction — Date October 6, 1967

Highway Pacific — Contract No. 7023

County Douglas — Prefix 610-1023

Contractor Baltz & Son Company — F. A. Project No. I-5-2(53)82

Address 9817 E. Burnside St., Portland, Ore. 97216 — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Extend 48-inch Arch Type C.M.P. and 18-inch C.M.P. where ditch is to be set back to make room for planting beds.

NOTED
F. B. KIABOE

RECEIVED
OCT 2 1967
OFFICE OF ENGINEER

Location by station numbers:

Ls 233+75 and Ls 238+30 on Right

Estimate of quantities and cost:

Materials F.O.B. Glendale	$491.85
Equipment Rental	40.00
Labor	50.00
Contractor's Allowance	87.28
	$669.13

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Station Ls 233+75 to 239+05 ditch to be set back close to fence to allow room for screen and safety planting. Two culverts should be extended to uniform beds and eliminate hazard to traffic.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 182,701.35	
Present estimate of project cost, including $ 669.13 for work under this order	$ 182,701.35	
Expected under-run / over-run amount	$ ---	
Expected under-run / over-run per cent	---	

Submitted by: /s/ A. L. Chapman, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young

Young 10-24-67

SP**23577-734

RECEIVED
OCT 25 1967
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

Christianson, Area Engr

rc

REGION NO.	REPORT NO.	COUNTY	STATE
8	1	Douglas	Oregon
DATE OF INSPECTION	INSPECTION MADE BY		PROJECT NO.
10-3-67	C.T.Christianson, Area Engr & L.P.Renz, Asst Area Engr		I-5-2(53)32
IN COMPANY WITH			

LOCATION OF IMPROVEMENT

I-5, 1.3 miles north of Azalea Junction south 8.7 miles

CONTRACTOR NAME AND ADDRESS

Baltz & Son Co., Portland, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
6-28-67	$162,201.20	135 cal. days	7-18-67	8-1-67
QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED	EST. COMPL. END OF MO
Satisfactory	Satisfactory	37 %	15 %	%

ROADBED (Width NA Feet 0. to 0. of shoulders)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Roadside Improvement	Y003							

REMARKS

AZALEA - GLENDALE JUNCTION SECTION
PACIFIC HIGHWAY
Roadside Improvement

1. WORK COMPLETED:

Grading	90% complete
Topsoil	50%

NOTED
F. B. KLABOE

2. WORK IN PROGRESS:

A small dozer was leveling topsoil and a motor grader was standing idle at the Quines Creek Interchange.

A track-mounted backhoe was standing idle at the Glendale Interchange.

This inspection was made immediately following a period during which a substantial amount of rain fell; therefore, most equipment was idle.

(more)

Craig L. Morgan 10-19-67

2-STATE HIGHWAY DEPARTMENT COPY

3. COMMENTS AND RECOMMENDATIONS:

Labor interview forms were reviewed and indicated that the workmen were being paid wages in accordance with the contract.

A review of the laboratory reports on hand indicated that the topsoil being incorporated into the work substantially conforms with the contract specifications.

Extra Work Order No. 1 for Flagging was under preparation. Amount - $200. Approval was given at time of PS&E.

The following subcontracts have been approved to date:

Damon Trucking - Topsoil and Excavation	$39,784.50
McFarland Sawdust Co. - Mulch	17,600.00
Quality Fence Co. - Fencing	2,693.70
Total Amount Subcontracted	$59,778.20
Total percent subcontracted	36.85%

The ratio of time elapsed to work completed indicates a lag in progress; however, due to the nature of this type of work during the preparatory stages of construction, the progress of work is considered Satisfactory.

No measurements were taken during this inspection.

RECEIVED
OCT 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEI
AUG 28 196
FORM E-33 50M 3-63 SP 6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1967

I-5-2(53)82
7023

SUBJECT: Topsoil Specifications

To: DIVISION ENGINEERS

The attached correspondence is forwarded you for your information and action.

It is assumed that the contractor will agree to the elimination of the LL and PL specification requirements as it is to his advantage. Note that price agreements are not required.

F. D. Morgan
Construction Engineer

cc: F. B. Klaboe
L. H. Young
O. A. White

FORM E-123X 80M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Harbor
Holix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 22, 1 7

Mr. A. W. Parsons
Division [illegible]
Bureau of Public Works
477 Cottage Street, N.E.
Salem, Oregon 97301

Subject: Topsoil Specifications

Dear Mr. Parsons:

Our existing specification for topsoil contains liquid limit and plastic limit requirements which have proved untenable because they eliminate the use of many good topsoils.

A copy of Mr. O. A. White's explanatory letter of August 21 recommending deletion of these requirements from projects now under contract is attached for your information.

We propose to substitute the attached revised topsoil specifications for all projects under contract. Your blanket approval thereof is requested thus eliminating submission of price agreement forms for individual projects. The LL and PL requirements have been eliminated in the proposed September 28 letting.

Very truly yours,

F. D. Morgan
Construction Engineer

enc.

cc: F. B. Klaboe
L. H. Young
O. A. White

OREGON STATE HIGHWAY DEPARTMENT

Special Provisions

Quality Requirements for Topsoil

(To be used on projects advertised for letting after October 1, 1967)

Article 107-2.1 - Quality Requirements

Delete the provisions of Article 107-2.1 of the Standard Specifications and substitute the following three paragraphs in lieu thereof:

Topsoil shall be a fertile, loamy, natural surface soil consisting of sands, silts, clays and organic matter in combination and free from substances toxic to plant growth, noxious weeds, seed or roots, refuse, sticks and lumps.

When subjected to the Mechanical Analysis of Soils, AASHO T88, the topsoil shall meet the following requirements:

Fraction or Grain Size	Percentage of Topsoil
Retained on 1-inch sieve	None
Passing 1-inch sieve-retained on No. 10 sieve	0 - 5
Passing No. 10 sieve-retained on No. 200 sieve (Sand)	10 -65
0.074 mm. - 0.005 mm. grain size (Silt)	20 -80
Smaller than 0.005 mm. grain size (Clay)	5 -40

The organic matter in the topsoil, as determined by the modified Walkley-Black method, Miscellaneous Paper No. 65 of the Agricultural Experiment Station - Oregon State University, shall not be less than two percent.

8/24/67 VGO'N

FORM E-20X 80M 3-63 49608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1967

SUBJECT: Top Soil Specifications

To:

Frank Morgan
Construction Engineer
Office

REF:

Project	Contract	F. A. Number
Powell Valley Rd. - Duncan Rd.	6993:	CJF-24(1)
Azalea - Glendale Jct.	7023:	I-5-2(53)82
South Umpqua Safety Rest Area	7058:	I-5-2(55)112
Starvation Creek Safety Rest Area	7059:	I-80N-2(38)53
Barnett Rd. - Bear Creek	7061:	CJI-5-1(2)
Harrisburg - Eugene	7005:	CJF-3(2), CJF-3(4)
W. City Limits - St. John Br.	7038:	LSF-1(1)
Independence Jct. - West Salem	7040:	LSF-47(3)
West Salem	7039:	LSF-47(2)
Stanfield Safety Rest Area	7012:	I-80N-8(25)184
The Dalles Br.	7070:	I-80N-3(51)84
Staleys Jct.-Tillamook-Washburn	7048:	CJF-000B(2), CJF-35(1)

The requirements for top soil included in contracts for the referenced projects have been reviewed. The listed limits of 30 LL and 15 PL obviously do not describe quality top soil. Not only does the requirement of 30 LL max. prevent the acceptance of many good top soils, the max. 15 PL makes it doubtfull if any fine material in the loam series could be accepted.

Because of the untenable aspects of the current specification it is requested that authorization be obtained to relieve the referenced Federal Aid projects of this requirement. The exemption should also apply to all contracts which have been written but not let.

RECEIVED
AUG 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Since the Atterberg limits describe soil characteristics from an engineering standpoint for roadway strength purposes only, it is not expedient to apply them for agricultural purposes wherein particle size and chemical composition are the pertinent items. For this reason the following is recommended in lieu of paragraphs 1 and 2 of the existing specifications Section 107-2.1:

> Top soil shall consist of a [illegible]-bearing soil which shall conform to the following mechanical analysis as determined by the AASHO-T88 test method:
>
> | | |
> |---|---|
> | Percent retained on the one inch sieve | - None |
> | Percent passing the one inch and retained on the No. 10 | - 0 to 5 |
> | Percent passing the No. 10 and retained on the No. 200 | - 10 to 65 |
> | Percent smaller than the No. 200 and larger than 0.005 mm | - 20 to 80 |
> | Percent smaller than 0.005 mm | - 5 to 40 |

O A White

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: M. Astrup
L. Shaw

RECEIVED
JUL 18 1967
U.S. FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 13, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7023

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(53)82
Azalea - Glendale Junction
Roadside Improvement

As requested in Mr. Young's letter of July 7, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of June 26, 1967 in the award of Contract No. 7023 to Baltz & Son Co. of Portland, low bidder in the amount of $162,201.20 at the June 22, 1967 bid opening.

REFERRED TO 7-14-67
By Asst. State Hwy. Engr

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 10 1967
FOR FILING

Fred W. Hill, Member
Helix
7023

July 7, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of June 26, 1967 is requested in the award of Contract for the Azalea-Glendale Junction Section, Project No. I-5-2(53)82.

The contractor receiving the award is Baltz and Son Co. of Portland in the amount of $162,201.20 with the contract No. 7023 assigned. This bid was received on June 22, 1967 and awarded June 28, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceeding which have been commenced and will be prosecuted to completion.

No utilities involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:vr

FORM 8-188

RECEIVED
JUN 21 1967
FOR THE ...

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-2-2 (53) 82

167.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 21, 1967

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Balfs and Son Company
9617 East Burnside
Portland, Oregon 97216

Gentlemen:

The State Highway Commission on this day awarded to you State Highway Contract No. 7323 for the following project:

Roadside improvement on the Azalea-Glendale Junction Section of the Pacific Highway about 8½ miles south of Canyonville.

This award was based on your bid of $102,201.20 which was submitted to the Commission on June 22, 1967. for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
C. D. Matthias
I. D. Merchant
Mark Astrup

RECEIVED
JUN 5 - 1967

Form DOT-13 (11-63) (Prev. by A.O. 20C-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 31, 1967

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(53)82
Azalea-Glendale Jct. Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for contractor's use with relocation advisory assistance unnecessary and access rights previously acquired with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's May 12 and May 17, 1967 reports.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 7 - Incidentals	March 1967
Section 520-A - Painted wood sign posts	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

You are authorized to proceed with the contractor's flagging included in your estimate for $200.00.

Mr. Young's May 26, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachment

REFERRED TO
Young Wilson.
BY ASST. STATE HWY. ENGR.
6-5-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALBART, GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
MAY 1967
FOR FILING

1-1-2(-)
2023

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. Box 3503
PORTLAND, OREGON 97208

Routing

May 3, 1967

Jon.
Decker
Bond
Barboo
Walker
Glenn
Swan

RECEIVED
MAY 4 1967
CONSTRUCTION
DIVISION

Poose
Moreloek
Trout
Scott
Wills
Litchfield
Olsen

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of April 27, 1967 requesting our comments on a number of proposed projects.

The projects concerned are as follow:

1. North Hill-Deer Creek Section, Oakland-Shady Highway, Douglas County
2. West City Limits-St. Johns Bridge(Portland)Section, Columbia River Highway, Multnomah County
3. Milwaukie-Harmony Road Interchange Section, Clackamas Highway, Clackamas County.

4. Azalea-Glendale Junction Section, Pacific Highway, Douglas County
5. Cedar Hills Boulevard at Jenkins Road Section, FAS 838 and 676, Washington County
6. Beaverton-Progress Section, Beaverton-Tigard Highway, Washington County
7. Silverton Road-Sunnyview Avenue Section, FAS 741, Marion County
8. South Baker Interchange-Encina Section, Old Oregon Trail Highway, Baker County
9. Jacksonville("E" Street)Section, City Street, Jackson County
10. Willamette River-N.W. Johnson Section, Stadium Freeway, Multnomah County
11. Cape Sebastian Section, Oregon Coast Highway, Curry County
12. Ontario Section, Old Oregon Trail Highway, Malheur County
13. Talent Section, Pacific Highway, Jackson County

We have reviewed the plans for the above projects and feel that no conflict with fishery resources will result from the construction. The plans are approved.

We appreciate the opportunity to review the proposals.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-4-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (13)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. W. Rulien (8)
R. D. Asburry (2)
L. R. Chandler (10)
A. F. Parson (4)
fw

RECEIVED
MAY 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 11 1967

Form CD-121 (11-63) (Prep. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

1023

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 6, 1967

In reply refer to: 08-35-EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Chase's December 16 letter submitted six items for inclusion in the subject program as Stage 2 Construction Phase projects. These items are approved effective today as detailed below:

Item	Project	Location	Work
472	I-5-2(53)82	Azalea - Glendale Junction	Landscape *
473	I-5-2(54)112	S. Umpqua Rest Areas	2 Wells
474	I-5-3(76)145	Cabin Creek Rest Area	Water Storage
475	I-5-1(66)00	Neil Creek - California Line	Landscape
476	I-80N-5(25)184	Stanfield Safety Rest Area	Rest Area Facilities
477	I-80N-3(51)84	The Dalles Bridge Inter.	Landscape *

This approval is with the understanding that the irrigation facilities on Items 475, 476, and 477 meet the warrants established in Mr. William's June 16, 1966 memorandum to Regional Engineers.

As noted on the PR-1 for Item 475, I-5-1(66)00, Neil Creek - California Line Section, any addition or modification of the sanitary facilities on the Siskiyou Rest Area shall be nonparticipating.

This action provides for improvement on 19.18 miles of Interstate Highway at a total aggregate cost of $532,000, of which $488,600 is reserved as Federal-aid Interstate Funds.

* Should be unobligated for now to conserve Funds
F R Klabre

NOTED
S. B. KLAPOE

1-11-67
REFERRED TO
Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

110-1143 N. Hill-Deer Crk. (Roseburg) 1967
Sec., Oakland-Shady Hwy.
#7024 (Grad., Pav., Struc., & Sigs.)

C.W.M. 5336

M-649

RECEIVED
NOV 25 1968
FOR FILING
IIC-1143
10-1

November 25, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

A post-final payment for $6,500.00 will be made to Tom Lillebo Construction Company on Contract No. 7022 for grading, paving, structure, signals and illumination on the North Hill-Deer Creek (Roseburg) Section of the Oakland-Shady Highway in Douglas County, as soon as the warrant is prepared.

The total amount paid on this contract will be $357,567.48, including the post-final payment. Of the total, $4,693.67 is for forces account work.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc: Tom Lillebo Construction Company
130 E. Railroad Avenue
Reedsport, Oregon 97467

Ward Cook-Rodgers Insurance Company
534 S.W. 3rd Avenue
Portland, Oregon 97204

Mr. C. T. Keasey
Mr. C. H. Maison
Attn: Mr. John Herr

RECEIVED
NOV 20 1968
FOR FILING

RECEIVED
NOV 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

110-1143
70-24

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 18, 1968

Tom Lillebo Construction Company
130 East Railroad Avenue
Reedsport, Oregon 97467

RE: North Hill-Deer Creek Section
Contract No. 7024
Claim for Idle Time

F. B. KLABOE
NOTED

Gentlemen:

As indicated in our September 6 letter to you, we have investigated further regarding the claim in the amount of $4,787.70 for idle equipment time which you presented on Page 4 of the attachment to your September 3 letter.

This claim is apparently all for scraper and dozer rental and a moving charge between August 24, 1967 and September 22, 1967. This was relatively early in the project which was awarded July 21, 1967 with the calendar day count starting August 2, 1967. We note that other grading equipment was employed during this interval of time and note in particular that the General Excavation item on this contract, in the amount of 11,230 cubic yards, is only 6.4 per cent of the contract amount. We believe the claim must be considered in this perspective and in accordance with the contract specifications.

You refer to Section 9-16 as a specification basis for the requested adjustment. We cannot agree that this is a measurement type of claim. It is clearly under Section 9-6 which, among other things, requires timely notice. So far as we can determine, proper notice was not given.

Article 8-11 found on page (d) of the Supplemental Standard Specifications, which are a part of this contract, speaks only of time extension with reference to right of way and access delays. A contract time extension has been granted for this and other reasons.

We respectfully deny this claim in the belief that there is no specification basis for such an adjustment and furthermore that proper notice has not been given and the facts concerning the grading operations do not substantiate the claim.

Very truly yours,

Forrest Cooper
State Highway Engineer

By E. D. Morgan
E. D. Morgan
Construction Engineer

F. B. KLABOE
NOTED

JAB:fw

bc: F. B. Klaboe
C. T. Keasey

RECEIVED
DEC 4 - 1968
FOR FILING

110 - 1143

7024

November 13, 1968

Tom Lillebo Construction Company
130 East Railroad Avenue
Reedsport, Oregon 97467

Gentlemen:

The State Highway Commission at its meeting on November 12 considered your request for an extension of time on Contract No. 7024 on the North Hill-Deer Creek (Roseburg) Section of the Oakland-Shady Highway in Douglas County.

After careful consideration, the Commission granted you an increase of 65 calendar days on the first phase.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc C. T. Keasey
John Hagedorn
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. H. Maison

RECEIVED
NOV 7 - 1968
FOR FILING
110-1143
7.1.04

November 7, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 9
November 12, 1968 meeting

Gentlemen:

Tom Lilleboe Construction Company, contractor on the North Hill-Deer Creek Section of the Oakland-Tiedy Highway in Douglas County, Contract No. 7024, requests an increase of 65 calendar days.

Due to unforeseen complications involving right-of-way acquisition on this project, the contractor was delayed in a portion of his grading work for 29 calendar days. An extension for this amount is justified. There was also a substantial overrun in trench excavation work and because of the difficulty in working in rock and adjacent to traffic, an increase of 20 calendar days for this overrun is justified. An overrun in general excavation and the fact that the earlier delays extended the contractor's grading and surfacing work into poorer weather justifies an extension of 16 calendar days.

This contract was established with two separate time limits. The first-phase requirement allowed 110 calendar days for grading and paving which was actually completed in 173 calendar days. The second phase was completed within the time allowed. I recommend that the first phase calendar days be increased by 65 which will eliminate all liquidated damages. This is a State project.

This matter will be on the agenda for your consideration at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

DES:fw lms
Attachment
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
C. T. Keasey

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1968

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
North Hill-Deer Creek Section
Oakland-Shady Highway
Contract No. 7024

We have received from Tom Lillebo Construction Company, contractor on the subject contract, the attached request for 65 additional calendar days. The contractor's request is based on delays to the grading operation caused by a conflict with billboards and luminaires present in the grading area. The contractor also cites difficulty in trench excavation and an overrun in General Excavation.

This contract was established with two separate time limits: 110 calendar days were allowed for grading and paving; 180 calendar days were allowed for the total project, including bridge, illumination and guardrail work. All of the contract was completed within 175 calendar days. The only overrun which occurred was in the grading and paving or first phase work.

The contractor started grading work on August 21, 1967. Due to the presence of several advertising signs in the limited grading area available, the contractor was delayed until September 19, 1967 before he could continue his grading. These advertising signs were involved in a rather unusual right of way situation and could not be removed until their acquisition by the State had been completed. An adverse court decision delayed their acquisition. The only other area where the contractor could have worked was at the approach to the new bridge across Deer Creek. His efforts in this area were restricted by two City-owned luminaires which could not be moved until an estimate had been secured from an electrical contractor. The luminaires were moved by the contractor under a Price Agreement. An extension of 29 calendar days for these delays is justified.

The contractor cites an overrun of 108 per cent in trench excavation work. The contract records indicate that he spend 41 days excavating for storm and sanitary sewer trenches. The contractor expedited this work as much as possible, but the work was in rock and adjacent to traffic. We believe an increase of 20 calendar days for this excessive overrun is justified. The extra work involved was covered by a Price Agreement.

There was an overrun in General Excavation amounting to 3,859 cubic yards. Although the amount is small, it does represent 34 per cent of the original contract quantity. All of these delays extended the contractor's grading operations into poorer weather and some adjustment for substituting bad days for good is indicated. The contractor completed his grading and base course work early in January and a stop work order on the early phase work was issued effective January 6, 1968. A resume work order was issued on May 27, 1968 and all of the first phase work was completed on June 13, 1968. We believe an extension for at least 16 calendar days (the number remaining after allowing for the other reasons above) for the General Excavation overrun and the substitution of poorer days for good is justified.

We recommend that the calendar days on the first phase work be increased by 65. This will eliminate the $6,500 in liquidated damages which have been assessed ($100 per day). This is a State project.

A rough draft of a letter to the Highway Commission is attached.

The contractor has also made a claim for idle equipment time amounting to $4,787.70. The contract provisions do not allow such payment for right of way delay, but do allow time extension for failures on the part of the State. We believe it proper, after discussion with our Legal Division, to grant the time extension but to resist any payment on the claim.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB/DES:fw

Attach.

cc V. L. Gallagher

RECEIVED
NOV 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7024 Contractor Tom Lillebo Construction Company

Highway Oakland-Shady

Section North Hill-Deer Creek (Roseburg)

Kind of Work Grading, Paving, Structure and Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Unanticipated delays in right of way acquisition, overrun in trench excavation and general excavation justify an increase of 65 calendar days.

Recommended for Approval:

Carl M Mullen
Division Engineer

for
Construction Engineer or Bridge Engineer

M Klabo
Assistant State Highway Engineer

State Printing 27930

Contract No.	7024
Project designation	State (State-Federal)
Date awarded	7/21/67
Work started	7/26/67
Per cent completed	100% 6/21/68 (Date)
No. of ~~Workdays~~ Calendar Days Allowed	110* 180**
No. of ~~Workdays~~ Calendar Days Used	175* 175**
No. of Added ~~Workdays~~ Calendar Days Requested	65*

*Grading, Paving
**Structure, Ill., Signals

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 26, 19 68

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 110 days to 175 days, within which to complete our Contract No. 7024, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Complete explanation in enclosed letter.

Respectfully submitted,

TOM LILLEBO CONSTRUCTION COMPANY
Contractor

By Lee B. Clements

CONSENT OF SURETY

Date September 20, 19 68

We, FEDERAL INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

George McClellan, Attorney-in-fact

(SEAL)

George McClellan Resident Agent

FORM E-123

COMMISSIONERS
GLENN D. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
SEP 9 - 1968
FOR FILING

110-11-3
1124

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 6, 1968

Tom Lillebo Construction Company
Box 45
Reedsport, Oregon 97467

RE: North Hill-Deer Creek Section
Contract No. 7024

ATTENTION: Mr. Lee R. Clements

Gentlemen:

This will acknowledge your September 3 letter and attachments directed to the State Highway Engineer and advise you that we are referring the material to the Roseburg Division Office.

At this point, we question the necessity to pursue the request for time extension as a claim. The request dated June 26 was from S. A. Hutchins and Associates, a subcontractor, and was not valid in that these matters should be presented by the prime contractor. The State does not have an agreement with Hutchins. The proper procedure was set forth by the Resident Engineer in a June 28 letter to Mr. Hutchins, a copy of which was directed to Mr. Vian of your company. We would reiterate that a properly presented request for time extension would be considered on its own merits.

Without in any way acknowledging a proper and valid basis for the idle time claim, we will also investigate as best we can the facts on this matter. We question whether this is a measurement and payment claim within the meaning of Section 9-16 to which you refer. It appears to be subject to the limitations of 9-6 and the special provision modifying 8-11.

NOTED
F. B. KLABOE

You will be advised further after our field people have had the opportunity to review the contents of your claim.

RECEIVED
SEP 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan

F. D. Morgan
Construction Engineer

JAB:fw

bc: F. B. Klaboe - 2473-FBK
C. T. Keasey

Mr. Forrest Cooper
Chief Highway Engineer
Oregon State Highway Department
P. O. Box 30
Salem, Oregon

Re: Oakland-Shady Highway
North Hill-Deer Creek (Roseburg Section)
OSHD Contract No. 7024

Dear Sir:

Pursuant to Standard Specification 9-16, Tom Lillebo Construction Co., on behalf of its subcontractor, Selmar Hutchins Construction Co., respectfully submits the following statement of claim for compensation earned under Contract No. 7024 additional to that reflected in the Final Estimate. In all instances, the errors and omissions of the Final Estimate delineated below were called to the attention of the Resident Engineer during the course of job performance.

The errors and omissions of the Final Estimate fall into two categories; the improper assessment of $6,500 liquidated damages and the failure of the State to compensate Hutchins for idle equipment time.

LIQUIDATED DAMAGES

The contract provided for 110 calendar days commencing on , 1967. The Final Estimate charged time to Hutchins' subcontract work through , 1968, a total of 175 days. Appropriate request for additional calendar days was made by Selmar Hutchins Construction Co. on June 26, 1968. A copy of this request is enclosed.

The delay in the completion of the contract was solely occasioned by errors and changes in the quality and quantity of materials indicated in the plans and specifications of contract,

and the failure of the State and its representatives to act promptly and carry out its duties and responsibilities in the particulars outlined below.

1. BILLBOARD AND ILLUMINARIES.

At a pre-construction meeting held August 2, 1967, in Roseburg office of the State Highway Commission, the Resident Engineer, John Hagedorn, was informed that Hutchins' planned approach to the work was to immediately commence the clearing, grubbing and general excavation of the easterly side of the work while doing the required drilling and shooting on the westerly side of the job. Hutchins commenced work on the easterly side of the project on August 21, 1961. However, they were immediately met with the obstacle of five large sign posts which prevented them from completing the clearing and grubbing and commencing the excavation. On August 23, 1967, they were notified by attorney Paul Haviland that these signs were the property of Spoomer Outdoor Advertising and could not be destroyed without infringing upon Spoomer's legal rights. The only other alternative mode of commencing the project was to excavate and prepare the approach to the new Diamond Lake-Deer Creek Bridge at Station 1600+00. This approach was prevented by the existence of two illuminaries that were hooked in series to 34,000 volts and the State would not permit removal until an electrical contractor had given an estimate and proceeded with their removal; thus, other than the work that could be performed on the west side of the project, Hutchins' progress was brought to a standstill, and expeditious completion of the paving prevented.

In a letter dated September 12, 1967, a copy of which is attached, Hutchins was assured by J. R. Hagedorn that the delays that Hutchins had encountered would be considered when a request was made for additional time.

It was not until September 19, 1967 that Hutchins was able to remove the sign posts and proceed with our work.

Because of the above, Hutchins is entitled to additional time allotment of 29 days under Section 8-8 of the Standard Specifications and Section 8-11 of the Supplemental Standard Specifications.

2. TRENCH EXCAVATION OVERRUN.

There was a 108% overrun in the trench excavation, a total of 1,074.79 yards. As is indicated by Price Agreement No. 8, a copy of which is attached, the overrun in trench excavation was in materials of such a nature that a 40% price increase was in order.

The nature of the materials required to be excavated made the trench excavation a very slow and expensive operation. The materials were extremely hard and had to be shot very lightly, as there were houses, businesses and traffic in the adjacent areas.

Under Section 8.8 of the Standard Specifications, Hutchins is entitled because of the change in quantities and nature of the increased quantities to at least an additional time allowance of 20 days.

3. GENERAL EXCAVATION OVERRUN.

As indicated by Estimate No. 10, there was an overrun in the general and classified excavation of 3,713 yards. This overrun naturally increased the time required for general and classified excavation, and thus under Standard Specification 8-8 Hutchins is entitled to at least an additional time allowance of ten days.

4. DISTORTION OF WORK SEQUENCE.

The delays occasioned by the existence of the sign boards and illuminaries, as well as the difficulties encountered in trench excavation, came at a critical point in the work sequence in that because of the delays caused by these items paving could not be commenced in 1967 and was delayed until 1968. Therefore, the winter days charged as calendar days under the contract could not be efficiently used by Hutchins for completion of his work. Although it is difficult to assess the time factor to this element, it is clear that delays were not the responsibility of Hutchins, and therefore under Section 8-8 of the Standard Specifications, he should be allowed at least 20 days for the ripple effect on his work sequence.

CLAIM FOR IDLE TIME - $4,787.70

The State was fully informed at the pre-construction meeting held on August 2, 1967, of the intended work sequence of Hutchins. In accordance with the procedure outlined at this meeting, Hutchins moved in the equipment necessary for the clearing, grubbing and excavation operations, a Euclid TS 14 scraper and a D9 cat tractor. However, since the clearing, grubbing and excavation operations could not be commenced, these pieces sat idle, the Euclid TS 14 scraper for 56 hours and the D9 cat tractor for 96 hours. This resulted in damage for lack of use caused by the State's delay of $4,787.70.

The State is responsible for this delay damage because of the implied provision in each and every State Highway Department contract that the State will not interfere, hinder or prevent the expeditious and economical performance of the work. The action of the State in failing to have the sign boards and the illuminaries removed timely was a breach of this implied promise, and the State is responsible for the damages resulting therefrom.

We are willing to meet with you to discuss this matter, however such a meeting should be held within 30 days, or we will be required to proceed as we are advised.

Yours very truly,

TOM LILLEBO CONSTRUCTION CO.

By Lee K. Clements

Enclosures

TOM LILLEBO CONSTRUCTION CO.
BOX 45
REEDSPORT, OREGON 97467

June 26, 1968

John Hagedofn, Resident Engineer
Oregon State Highway Department
Roseburg, Oregon

Dear Mr. Hagedorn:

We are at this time asking for a total of 65 additional days on the North Hill Deer Creek Section - Contract #7024. The reasons for asking these additional days are as follows:

On August 21, 1967, we started this project and immediately run into 5 large bill boards which had not been acquired by the State or condemned. We wrote you a letter on September 5, regarding this matter, copy enclosed (1). Also a copy (2) of the letter from attorneys Havild & Carman, which we received by certified mail on August 23, 1967. Therefore, we were not able to proceed with the clearing or the grading.

The only alternative we had at that date was to start the approach on the new Diamond Lake Deer Creek bridge. On this we were also stopped because we were blocked by two illuminaires which were to be removed by the State forces and could not be moved until an electrical subcontractor could give an estimate on their removel, (1) copy of letter enclosed. On September 12, we received a letter from you, (3) copy enclosed, in regard to a possible increase in working days, should we need time. You did not feel that a stop work order was called for, but we certainly were experiencing various delays on this project, not of our own making, which we feel must be compensated by extra work days plus stand-by equipment time.

On September 13th, we received another certified letter from attorneys Haviland and Carman, (4) copy enclosed, putting us on notice that we were not to touch these signs or we were responsible for them, as the circuit court of Douglas County refused to grant an order requested by the State Highway Department authorizing the State to remove and dismantle the signs owned by Spomer Outdoor Advertising Co. We were still waiting at this time.

On September 20, 1967, we were authorized to start dismantling and burning these 5 large signs scattered throughout the project. Therefore we actually lost 30 days before we were authorized to start removing these bill boards. This held our grading back 30 days, throwing us later into the year, into the fall season.

Another matter that we feel is gravely important in considering the time extension is the trench excavation on the project, which was a very slow and expensive operation, due to the fact that it was extremely hard and had to be shot very, very lightly as there were houses and businesses so near. This over run some 108% over the original quantity as bid on the project. (5) Enclosed is a copy of a price agreement and letter from your office showing an increase of $1.50 per Yd. on this over run, which in itself shows the tough type of work that was done on this trench excavation. Again, this threw us much later in the fall due to the extra change, and the paving could not be finished until the summer of the following year.

As of April 10, 1968, the general quantity had run 14943 Cu. Yd. The original quantities were 11230 Cu. Yd. Therefore, we have over run 33% on this extremely difficult excavation. It was very slow in moving because of rock conditions and light shooting and heavy traffic through the project. This also threw us later in the year.

Since April 10, 1968, we have completed this job, which willlowerrnnn it even more. We do not have the final figures as of this date, but this caused the job to take more time and put it in the fall, as it had to be finished the next year. Therefore we feel we are very justified in asking for this extension of time as it was caused through no fault of ours. We are at this time, compiling figures for our equipment that had to stand by, or be moved and then brought back to the project, for these 30 days that we could not produce with them. This is in accordance with Section 8-11, Right of Way Delays, State of Oregon Standard Specifications.

Very truly yours,

Lee R. Clements

TOM LILLEBO CONSTRUCTION CO.

Price Agreement

#5

EXTRA WORK AGREEMENT NO. [illegible] MATERIAL

Project Name	[illegible] - [illegible] Creek	**Date**	March 27, 1968
Highway	Oakland - [illegible]dy	**Contract No**	7024
County	Douglas	**Prefix**	110-1143
Contractor	Tom Lill[illegible] Construction Co.	**F A Project No**	State
Address	P. O. Box [illegible], Reedsport, Oregon	**Price Agreement No.**	8

For [illegible] and in consideration of the prices stipulated for the several pay items of work or furnished under the contract above referred to, the contractor agrees to perform the following described work and to accept as full payment therefor the prices stated in this agreement. It is understood that except as herein otherwise provided, the work is to be performed and the [illegible] in accordance with the specifications which form a part of the contract and in accordance with the [illegible]

Work to be done

Trench excavation [illegible] contract quantities)

Location by station numbers

Throughout project

Names of pay items estimated quantities and agreed prices

Delete: Trench Excavation, 1,059.32 cy @ $3.53 = $3,742.62
Subst: " " , 1,059.32 cy @ $5.00 = $5,346.60
NET INCREASE OF PROJECT COST = $1,603.98

(Total amt. 2,059.32 cy)
(Contract amt. 940.00 cy)
(Overrun 1,059.32 cy)

Specification basis of [illegible]

As per the contract. The contract quantity (940 cy) will be paid at bid price. This agreement pertains only to the overrun of the bid quantity. The plans were in error.

INSTRUCTIONS

After the signature of the [illegible] has been obtained submit [illegible] original copy) to the Salem Office [illegible] proval by the Assistant State Highway Engineer approved copies will be sent to the contractor, the Division Engineer and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer

[illegible] project cost, to date		426,567.09
[illegible] work under this agreement	1,603.98	426,567.09
[illegible] under this agreement		0
Expected [illegible] per cent)		0

Spare to right of this line is for use of Salem Office

Submitted by: [illegible] Engineer

Approval Recommended. Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed Contractor

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

State Printing

RECEIVED
SEP 19 1968
FOR FILING

110-1143

7024

September 18, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 7024 awarded to Tom Lillebo Construction Company for grading, paving, structure, signals, and illumination on the North Hill-Deer Creek (Roseburg) Section of the Oakland-Shady Highway in Douglas County was completed on June 21, 1968, and accepted by the Highway Commission on September 17, 1968.

Final payment in the amount of $17,676.64 will be released to the contractor after September 25, 1968. The total contract amount is $351,067.48 including $4,693.67 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Tom Lillebo Construction Co.
130 East Railroad Avenue
Reedsport, Oregon 97467

Ward Cook-Rodgers Ins. Co., Inc.
534 S. W. 3rd Avenue
Portland, Oregon 97204
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 17 1968
FOREST PRODUCTS

110-1143
7024

September 17, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 21, 1968, on Contract No. 7024. The contract was with Tom Lillebo Construction Company and was for grading, paving, structure, signals, and illumination on the North Hill-Deer Creek (Roseburg) Section of the Oakland-Shady Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 17, 1968, and that you concur in this procedure at the Commission meeting on October 1.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Kimbee
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
C. T. Keasey

srb fn

110 - 1143
7024

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: North Hill-Deer Creek		WEEK ENDING: August 30, 1968
		SECTION PREFIX: 110-1143
HIGHWAY: Oakland - Shady		COUNTY: Douglas
NAME OF JOB: North Hill - Deer Creek	KIND OF WORK: Grading, Paving, Illum., Signals, & Structures.	
CONTRACTOR: Tom Lillebo Construction Co.	CONTRACT NUMBER: 7024	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 21, 1967	DATE WORK STARTED: July 26, 1967	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 110	WORK DAYS USED: 175
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 175
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 426,567.09		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 396,233.43	ENGINEERING AUTHORIZATION $ 30,333.66	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 355,202.55	ENGINEERING COST TO DATE $ 63,129.88	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVER~~ UNDERRUN 10 %	PERCENT OF AUTHORIZATION 208%	DATE PROJECT WAS COMPLETED: June 21, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.65	.65			.65
TOTAL ESTIMATED QUANTITIES (CONTRACT)	11,230 cy	15,000 ton			8,300 ton
TOTAL QUANTITIES CORRECTED TO DATE	15,089 cy	13,736 ton			7,170 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	15,089 cy	13,736 ton			7,170 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Routing — Morgen M — Case E
MONDAY 26	Showers			Decker — Bond 3 — Moreland — Trout
TUESDAY 27	Showers			Barboe — Walker — Scott — Wills
WEDNESDAY 28	Cloudy			Olsen — Swan — Litchfield — Olson
THURSDAY 29	Morn. fog clear P.M.			
FRIDAY 30	Morn. fog clear P.M.			
SATURDAY				

RECEIVED
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

$812.33 expended on Engineering this week. Job complete.
The Semi-Final estimate was submitted August 27, 1968.

SIGNED J. R. Hagedorn by R T. Reece LOCATION Roseburg

NOTED

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 17 1968

110-1143
7024

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1968

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Engineering Costs
North Hill-Deer Creek
AND
E. Third St.-E. City Limits (Bend)

Sometime ago you asked that we make a more detailed analysis of the engineering costs on these two projects on which the engineering has overrun substantially. This has been done and the results are summarized on the attached sheet.

These jobs were similar in that they were both located very close to the crew headquarters. Travel time was therefore not an added factor in the engineering. You will note the substantial difference in overtime. This was only 1 per cent of the man-hours worked on the Roseburg job, but 18 per cent on the Bend job. Most of this occurred in October and November, with November having the largest amount (about half of it), for inspection and testing of the crushing and paving work; 38 per cent of the Roseburg contract amount is for structure items. Other comparisons have shown there is a lower percentage of overtime engineering on structures compared to grading and surfacing work.

Both jobs were set up with tight one-season completion times, neither of which were met, and went into winter shutdown periods, which is their present status.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:fw
Attach.

ENGINEERING COSTS

		Man Hours			
		Engineering		Inspection	
		Regular	Overtime	Regular	Overtime
North Hill-Deer Creek Contract No. 7042 Authorization = $30,333	Total Cost				
To 2-29-68	$48,000	5,166 (60%)	6 - -	3,360-1/2 (39%)	78-1/2 (1%)
			Overtime = 1%		
East Third Street-East City Limits (Bend) Contract No. 7056 Authorization = $14,205	Total Cost				
To 1-31-68	$26,227	2,104 (47%)	47-1/2 (1%)	1,592-1/2 (35%)	750 (17%)
			Overtime = 18%		

Order #44061

10-17-67

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-405

In the matter of the application of the STATE OF OREGON (State Highway Commission) for authority to alter a highway crossing at grade across the tracks of Southern Pacific Co.) ORDER

On May 31, 1967, the State of Oregon (Oregon State Highway Commission) filed an application seeking authority to alter a highway-railroad crossing at grade pursuant to the provisions of ORS 366.205 and ORS 763.030.

Attached to and a part of the application are three drawings numbers 9B-1-2 Sheets 1, 2, and 3, which show the vicinity locations, distances, dimensions and details relevant to the proposed project.

Applicant alleges that the persons or parties affected by the proposed crossing alteration are the Southern Pacific Company, the City of Roseburg and Douglas County. Copies of the application and attached drawings were served upon the above named parties who subsequently advised the Commissioner that they have no objection to the granting of the application.

Subsection (2) of ORS 763.080 permits the issuance of an order, under certain conditions and when no issues are raised, granting authority or relief requested without the hearing otherwise required under this chapter. No such issues within the purview of the above cited statute are raised by any party to this proceeding. No need exists for public hearing herein and the expenses and delays that would be incurred by the holding of such hearing in this matter are not justified. Good cause appearing therefor, such hearing will not be held.

Based upon the application, the record herein and an investigation in the field, it is found that:

Applicant is a "Public Authority," Southern Pacific is a "Railroad" and the public thoroughfare involved is a "Highway" all as defined in ORS 763.010.

Applicant proposes to alter and construct a crossing at grade across a spur track of the Southern Pacific Company, Siskiyou Line, consisting of one spur track, by alteration of Oakland-Shady Highway.

The location of the crossing to be altered is in Douglas County in the City of Roseburg in the Northwest Quarter of the Northwest Quarter of Section 19, Township 27 South, Rnage 5 West, Willamette Meridian.

There were approximately 12,000 vehicles per day over the present crossing in 1965, which is projected to increase to 22,800 in 20 years. The normal daily train moves presently will be approximately 4 moves at maximum speeds of 10 miles per hour.

Applicant proposes to reconstruct a portion of the Oakland-Shady Highway and said reconstruction necessitates the alteration of the existing highway grade crossing No. C-572.9-C by widening the same from 62' to 69' and by the installation of five foot sidewalks on the approaches to the crossing on each side of the street.

After alteration, Oakland-Shady Highway will approach the crossing on a descending grade of 1.4% from the south and a descending grade of 6.0% from the north. The sight distances of the proposed crossing on Oakland-Shady Highway will be as follows:

(a) From a point 50 feet south of crossing--
240 feet right and 480 feet to the left.

(b) From a point 50 feet north of crossing--
500 feet to the right and 450 feet to the left.

(c) From a point 500 feet south of crossing--
100 feet right and 210 feet left.

(d) From a point 500 feet north of crossing--
240 feet right and 190 feet left.

Diamond Lake Boulevard is an east-west street that connects with the east side of Oakland-Shady Highway to form a "T" intersection adjacent to the railroad grade crossing.

The sight distances of the proposed crossing where Diamond Lake Boulevard enters Oakland-Shady Highway will be as follows:

(a) From a point on Diamond Lake Blvd. 500' east of crossing--130 feet to the right.

(b) From a point on Diamond Lake Blvd. 50' east of crossing--160 feet to the right and 390' left.

Applicant proposes that the construction and maintenance of crossing, and costs thereof, be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract for the construction of the highway, which shall include complete signalization of the intersection.

(b) Maintain advance warning signs on the Oakland-Shady Highway.

(c) Except as hereinbelow stated under "THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE," finance the construction of said project including reimbursement to the railroad for its costs incurred in connection therewith.

THINGS TO BE DONE BY RAILROAD COMPANY SUBJECT TO REIMBURSEMENT BY APPLICANT:

(a) Furnish and install two Commissioner's Standard No. 1R Reflectorized Crossbucks, which shall be located at appropriate locations along the highway along each side of the railroad track.

(b) Make appropriate interconnection of the highway traffic signals with railroad circuits.

(c) Make such rearrangement of communication and signal lines as may be required to accommodate the construction project.

(d) Provide and install preservative treated ties and ballast on and along the portion of the track to be covered by the highway roadway, install continuous rails throughout the crossing, and install a gumwood plank crossing for a width, when measured along the centerline of the track, of 192 feet.

(e) Provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of construction of the crossing.

THINGS TO BE DONE BY RAILROAD COMPANY AT ITS OWN COST AND EXPENSE:

(a) Install railroad pre-emption track circuit.

(b) Maintain the railroad tracks, ties, ballast, crossbucks, railroad pre-emption track circuit, and other railroad facilities after construction of the crossing.

(c) Bear 7.5% of the total cost of signalizing the intersection.

THINGS TO BE DONE BY CITY AT ITS OWN COST AND EXPENSE:

(a) Maintain entire signal system at intersection, which shall include indicator signals facing the railroad traffic.

THINGS TO BE DONE BY COUNTY AT ITS OWN COST AND EXPENSE:

(a) Maintain advance warning signs on Diamond Lake Boulevard.

No objections are made to the alteration and construction of the crossing as proposed. When protected as set forth above, the crossing will be sufficiently safe for the normal use thereof that is now anticipated.

The method of construction and the terms for apportionment of the costs of construction and maintenance of the crossing and required warning devices, all as set forth hereinabove, are just and reasonable. Said proposal is, therefore, approved.

From the foregoing it is concluded that the application be granted. It is therefore

ORDERED that the application of the State of Oregon (Oregon State Highway Commission) be and the same is hereby granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner in accordance with modern accepted engineering practices and in conformity as to location, approach grades, elevation and angle of intersection with details as contained in the application and on the drawings attached thereto;

2. The crossing shall be surfaced to a level with the top of rails for the full traveled width of the roadway and between the rails and to the ends of ties, with such materials or combination of materials as will make a smoothly contoured highway surface;

3. There shall be installed in appropriate protective locations on each side of the crossing one Public Utility Commissioner's Standard #1R Reflectorized crossing sign and one advance warning sign. The present highway traffic signals with railroad track circuits shall remain in place but an indicator signal will be installed facing railroad traffic, showing red at all times, except when a train occupies the track circuit and causes the highway traffic lights to stop vehicles from entering the crossing. The present highway traffic signals shall be interconnected with the proposed additional train indicator signal so that at the arrival of a train at the circuit, the highway traffic signals shall be pre-empted and turned to a solid red until the train clears the crossing.

4. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDERED that the designation C-572.9-C be continued and maintained at the crossing as a means of its identification in the Commissioner's Calalog of Railroad Crossings in Oregon.

Made, entered and effective OCTOBER 17 1967.

James R. Haley
Public Utility Commissioner

(SEAL)

RECEIVED
NOV 6 - 1967
FOR FILING
710 - 1143
7024

NOA

RAILROAD COMPANIES
FILE No. 647

Salem, Oregon
August 29, 1967

Southern Pacific Company
Easement Indenture & Agreement

Mr. F. D. Morgan
Construction Engineer
BUILDING

Attention: Mr. Jack Cartwright

Attached for further handling are two fully executed copies of an easement indenture and two fully executed copies of an agreement with Southern Pacific Company providing for signals and crossing gates on the North Hill-Deer Creek Section of the Oakland-Shady Highway in Douglas County.

Please return a xerox copy of each document to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att. (2 each)

cc: T. W. Litchfield

RECEIVED
AUG 23 1967
FOR FILING

110-1143
5024

Agenda 4dd

August 3, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3388

City of Roseburg
City Hall
Roseburg, Oregon 97470

Attention: Mr. Keith Martin
Administrative Assistant

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the installation of traffic signals and luminaire units at the intersection of Stephens Street and Diamond Lake Boulevard in Douglas County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall
(Xerox Copy)

T. W. Litchfield

RECEIVED
AUG 1 1967
FILING
110-1143
7024

July 21, 1967

Bid June 22

Tom Lillebo Construction Co.
130 E. Railroad Avenue
Reedsport, Oregon 97467

AGENDA
AUG 29 1967
3K

Gentlemen:

The State Highway Commission on June 28, 1967, accepted your proposal for grading, paving, structure, signals and illumination on the North Hill-Deer Creek (Roseburg) Section of the Oakland-Shady Highway in Douglas County for the sum of $353,470.75 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Roseburg is received and the sum of $13,500 is deposited by the City. Right of way clearance is also necessary.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7024. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin August 2, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
L. R. Chandler
John Hagedorn
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
JUL 10 1967
FOR FILING

110-1143
7024

Ruby
5410

July 10, 1967

Mr. Craig McMicken
City Manager
City Hall
Roseburg, Oregon 97470

Dear Mr. McMicken:

This will acknowledge your resolution authorizing the Mayor and City Recorder to enter into an agreement for a traffic signal installation at the intersection of Stephens Street and Diamond Lake Boulevard.

You request some clarification of the agreement which stipulates the City is to pay a fixed sum of $4,800 for the illumination, plus 50 percent of the cost of the signalization. The $4,800 figure stipulated in the agreement was our estimate of the cost of the illumination, inclusive of 12½ percent engineering and contingencies. This is at variance with the actual bid price for the illumination, which amounts to $4,500, with the inclusion of the 12½ percent engineering and contingencies.

Notwithstanding the wording of the agreement, it was the intent that the City pay 100 percent of the actual cost of the illumination, plus one-half of the cost of the signals. Upon completion of the job, a final accounting of actual costs will be the basis of determining the City's share. If, in this final accounting the costs are less, the City will receive appropriate refund of monies on deposit; on the other hand, if there is an overrun, the City will be billed for its pro rata share of the overrun.

I trust this clarifies this situation.

Very truly yours,

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
C. H. Maison (enc.)
L. H. Young (enc.)
H. S. Cox (enc.)
L. R. Chandler (enc.)

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

FBC:njc ja

Office of City Manager

Phone 673-4457

CITY OF ROSEBURG

744 S. E. Rose Street
ROSEBURG, OREGON 97470

June 30, 1967

RECEIVED
JUL 3 - 1967

Mr. Forrest Cooper, State Highway Engineer
State Highway Department
Salem, Oregon 97470

Attention: Tom Edwards, Assistant State Highway Engineer

Dear Mr. Edwards:

Enclosed is the Resolution requested by F. B. Crandall authorizing the Mayor and Recorder to enter into the agreement previously sent for traffic signals and illumination at the intersection of Stephens Street and Diamond Lake Boulevard in Roseburg.

Although the agreement stipulated a fixed sum for illumination of $4800, verbal advice from the local Highway Department office advised after bid opening that the amount would be $4300. Is this in error?

Further, the City's check in the amount of $13,650, already deposited, would appear incorrect inasmuch as it is based upon one-half the "fixed sum of $4800", or $2400.

Please clarify.

Very truly yours,

Craig McMicken

Craig McMicken
City Manager

Crandall
RJ

E/

RECEIVED
JUL 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RESOLUTION NO. 67-28

A RESOLUTION AUTHORIZING THE EXECUTION OF A CONTRACT WITH THE STATE OF OREGON THROUGH ITS HIGHWAY DEPT. (STEPHENS ST. IMPROVEMENTS: 1967)

RESOLVED that the City Manager is hereby authorized to execute a contract with the State of Oregon through the State Highway Department regarding the traffic signal at the intersection of Stephens Street and Diamond Lake Blvd. and regarding the street lights on the Stephens Street improvement project known as North Hill - Deer Creek Section of U. S. 99 State Highway Improvement Project.

ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROSEBURG AT ITS REGULAR MEETING JUNE 26th, 1967.

A K Martin
City Recorder

RECEIVED
MAR 2 - 1967

FOR FILE

7024

Roseburg

March 1, 1967

Mr. Robert L. Ackaret, P. E.
Director of Public Works
727 S. E. Cass Avenue
Roseburg, Oregon

Dear Mr. Ackaret:

On February 15 you wrote to our Division Office concerning the installation of traffic signals at the intersections of Diamond Lake Boulevard with Winchester Street and Stephens Street.

The signals at the Stephens Street intersection will be installed as a part of the overall contract on the construction project for this section of Stephens Street. Plans and an agreement will be prepared and we will ask that the City pay half the original cost and care for future maintenance and power consumption.

We will prepare plans and specifications for the signalization of the Winchester Street intersection. Bids will be taken and the bids referred to the City of Roseburg for award of contract. The State Highway Department will furnish engineering services for supervision of the installation. The City will be billed for preparation of the plans and specifications and also for engineering services incident to the installation itself.

Very truly yours,

Forrest Cooper
State Highway Engineer

By JBK for
Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. R. Chandler

VPJ:hm ja

Department of Public Works

Phone 673-4457
Telephone: 672-1697
SUITE 426

CITY OF ROSEBURG

ROSEBURG, OREGON
727 S. E. Cass Avenue

February 15, 1967

Mr. Glenn Clark, Traffic Engineer
Oregon State Highway Department
1523 S. E. Cobb Street
Roseburg, Oregon 97470

Dear Glenn:

Please proceed with the engineering design of traffic signals at the intersections of Diamond Lake Blvd. at Winchester Street and at Stephens Street. Please plan to provide complete engineering services for the signal to include contract award and construction inspection.

County Engineer George Grubb would appreciate having the information on the underground conduits as soon as it is available so that he may include it in his grading contract.

Very truly yours,

Robert L. Ackaret

Robert L. Ackaret, P. E.
Director of Public Works

RLA/sc

cc: County Engineer

RECEIVED
JUL 5 - 1967
PORTLAND

11C-1113
11-4

July 3, 1967

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Roseburg covering the installation of traffic signals and luminaire units at the intersection of Stephens Street and Diamond Lake Boulevard in that city. This is a part of the overall construction project on the North Hill-Deer Creek Section of the Oakland-Shady Highway.

The total estimated cost of the signals and illumination is $22,300; the City will pay for all the cost of the illumination and one half the cost of the traffic signals. The City has submitted its check in the amount of $13,650 as its share of the cost and will maintain all parts of the installation and pay for all power consumption.

Your approval of the agreement and authorization for the Secretary to sign is recommended.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
C. H. Maison
F. B. Crandall
E. S. Hunter
J. J. Gix
L. R. Chandler

VPJ:njc ms

RECEIVED
JUN 27 1967

110 - 1143

7029

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 26, 1967

To:

SUBJECT: R/W File No. 40412
North Hill - Deer Cr. Sect.
Oakland - Shady Hwy.
North Park Addition
Lots 12, 13, 14.

L. R. Chandler
Division Eng'r.

NOTED
R.L. PORTER

Pursuant to your instructions of June 19, I have further investigated the subject matter. My findings and conclusions are as follows:

(1) The existing R/W along North Stephens from Deer Creek to Winchester St. was acquired in the mid - 1930's in the accustomed manner. Part of the lands within the R/W lines were owned by the City of Roseburg (primarily Prospect St.) and part under private ownership. A search of deed records shows that the State Highway Comm. acquired deeds to numerous parcels along this section. However, no purchase was made from the property in question.

(2) In our search for information we found the following in the County Surveyors office:

In chronological order:

(1) Copy of original plat, May 1889.
(2) Map supporting City Ord. # 1037, Oct. 1940.
(3) Woodford survey, Nov. 1947.
(4) Irving survey, Jan. 1954.
(5) Irving survey, Aug, 1954.
(6) Armstrong survey, June 1956.
(7) Garrett survey, April 1967.

The original May 1889 survey shows lots 12, 13, & 14 to be parallelograms measuring 50 feet by 125 feet. The next survey on record, Woodford - Nov. 1947 shows the jog in the westerly line of lot 12 and also the shorter distance of 121.55' along the southerly line. All the subsequent surveys show the jog in lot 12.

The only other map on record between the 1889 survey and Woodfords 1947 survey is the map in support of City of Roseburg Ordinance No. 1037, Oct. 1940. This is not a survey but merely a map showing the location of the relocated Stephens St. On this map please note that the R/W shows to be 40' wide on the easterly side of center line in the vicinity of lot 12 and therefore shows a jog in the westerly property line of lot 12.

Copies to Porter, Riley
C

In conclusion I would assume that someone, by misconstruing the map supporting City Ord. # 1037, and / or deciding that the State owned the 40' R/W in this vicinity, set pipes for this job and its' been carried through this way ever since that time.

The deed reads as per the original (1889) survey; the sliver of land in contention is not a part of the highway facility so adverse possession is out. In my opinion we have a sliver of land to acquire.

J. R. Hagedorn
Resident Eng'r.

JRH/kdo

RECEIVED
JUN 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1967
FOR FILING

110-1143

2024

June 23, 1967

The Honorable Al Flegel
Oregon State Senator
Post Office Box 1065
Roseburg, Oregon 97470

Dear Senator Flegel:

Reference is made to your recent letter concerning the complaint of Dr. R. E. Hjort in connection with the proposed North Hill-Deer Creek Section of the Oakland-Shady Highway in Roseburg. Dr. Hjort is concerned because he feels this project will have an adverse effect on his property.

Dr. Hjort's building is located very close to the existing right-of-way line. When this street (N.E. Stephens) is widened as proposed, it will place his improvements somewhat lower than the planned grade. While it is not planned to change the grade of the existing street, it is the widening of this grade within the existing right-of-way that causes the problem.

In addition, the Department seeks to acquire about 40 square feet of land southerly of Dr. Hjort's building to even up the right-of-way and provide room for sidewalk area. It is not this proposed acquisition that causes the damage but the project itself. Even if the sidewalk area were eliminated and no new taking from Dr. Hjort consummated, the undesirable feature to his property will still exist. The only real solution, as far as the property owner is concerned, is to move his buildings and this is something the Department cannot justify.

This becomes one of those situations where the Commission has been able to finance a desired and requested improvement, and I believe that we should proceed as planned.

Every effort will be made to compensate Dr. Hjort for all legally compensable damages but beyond this there is not a great deal we can do.

If there is anything further that we can furnish in the way of data or information, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
VictorD. Welfe
Ralph Sipprell
David Moehring
L. R. Chandler

RLP:ms jw

FOR FILING

Fred W. Hill, Member

Rolls
110-1143
7024

May 16, 1967

Dr. R. E. Hjort
627 N. E. Stephens
Roseburg, Oregon 97470

Dear Dr. Hjort:

Reference is made to your visit to this office today relative to the State's proposed improvement on the North Hill-Deer Creek Section of the Oakland-Shady Highway.

Should the Department go ahead with the project, it is going to be very difficult to alter the plans so that your property will not be affected. Because there is considerable demand for this improvement, it appears that we have no choice except to proceed with the negotiation. I have asked our Right of Way people to review their material on your file and hope that when you are contacted again, the matter may be amicably settled.

If there are any further questions you feel I can answer, please do not hesitate to contact me.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Hon. Sidney Leiken

bc Forrest Cooper
Victor D. Wolfe
R. B. Sipprell
D. H. Moehring
L. R. Chandler

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
VASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUN 2 - 1967
FOR FILING

7024

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 31, 1967

Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: Mr. J. A. Holmes

Re: Grade Crossing Protection
North Hill-Deer Creek Section
Oakland-Shady Highway
Douglas County
YOUR FILE: 911191/323
0-0-67-10

Gentlemen:

This is in reply to your letter of May 17, 1967, wherein you request that the State install a special indicator signal facing train traffic which will indicate to the engineer that signals controlling vehicular traffic have turned "red", thus allowing the locamotive's safe entry into the crossing. Our plans have been revised accordingly and our application to the Public Utility Commissioner has been submitted on this basis. However, there is one point we should clarify before proceeding with a construction agreement for this project.

If this were an ordinary grade crossing with standard grade crossing protection, we would request the railroad to bear 10% of the cost of the new crossing signals, since it would provide a safer condition than existed before. In this instance, the grade crossing protection consists of the traffic signals controlling traffic across the railroad tracks as well as the indicator signals you have requested. Therefore, it would be logical to request the railroad to bear 10% of the total cost of the signals controlling traffic across the tracks as well as the indicator signals facing train traffic. After a discussion with our Traffic Engineer, I find it impractical to separate the cost of each signal controlling the crossing movements and suggest that this allocation be handled as follows:

NOTED
F. B. KLABOE

You will notice on Sheet 2 of our Drawing No. 9B-1-2, two prints of which are enclosed herewith, shows a railroad pre-emption sequence diagram at the bottom of the sheet. This diagram indicates all of the lane movements at the intersection and how they are affected at the time a train is occupying the crossing. There are a total of 8 lane movements in this intersection. Six of those movements are forced to stop when a train enters the crossing; therefore, we suggest that

6/8 of the total cost of signalization of this intersection be considered to be grade crossing protection. We suggest that the railroad's share equal 10% of 6/8 or 7.5% of the total cost of signalization of this intersection. The total cost of signalization is estimated to be $20,000, and the railroad's share of this installation on the above basis would be an estimated $1,500. After bids are opened for this project on June 22, 1967, a lump sum cost for this work will be known.

The State will furnish and install the railroad crossbuck lights as a portion of the contract, and the City of Roseburg will maintain these along with all the other signals at this intersection.

The State will reimburse the railroad for the following:

1) Installation of PUC Standard No. 1R Crossbucks

2) Interconnection of the highway traffic signals with railroad circuits

3) Re-arrangement of communication and signal lines

4) Renewal of the rails, ties, and ballast and the installation of a gumwood plank crossing.

5) Providing watchmen, flagmen, and engineering-inspection as required by the project

It is intended the railroad will perform the following at its own expense:

1) Install railroad pre-emption track circuit

2) Maintain railroad tracks, ties, ballast, crossbucks, railroad pre-emption track circuit, and all other railroad facilities

3) Bear 7-1/2% of the total cost of signalizing the intersection.

If this is acceptable to you, please prepare the appropriate construction agreement and easement indenture for this project. The bid opening has been rescheduled from June 15 to June 22, 1967.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JUN 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

cc: SP - Portland
F. B. Klaboe w/attach.
C. H. Maison "
L. R. Chandler "
J. E. Holcomb "

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
B. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

Room 1004

May 17, 1967

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

911191/323
0-0-67-10

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease E
Morelock
Trout
Scott
Wills
1 Litchfield
Olson

RECEIVED
MAY 19 1967
CONSTRUCTION DIVISION

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter March 15 concerning proposed improvements to North Hill-Deer Creek Section of the Oakland - Shady Highway involving existing highway crossing at grade of our Kinney Spur in Roseburg. In our opinion it would be unnecessary in this case to spend funds for installation of automatic crossing signals or gates in addition to the protection to be afforded by traffic signals which are to be placed on both sides of the grade crossing at the improved intersection. However, because of the location and beam direction of the new traffic signal, our engine crews could not see the signal aspect and would have to rely on traffic behavior to determine when to proceed across the highway. To eliminate guess work would suggest consideration be given to mounting additional red and green signals on the nearest available traffic signal mast adjacent to the track on each side of the crossing. The additional signals equipped with a red and green "X" would be beamed toward the point where our engine or cars stop in advance of the crossing. The engine or cars on approach would preempt the traffic signals thereby stopping highway traffic in advance of the crossing and the railroad signals would inform the train crew when it is clear to cross the highway.

The additional signals mentioned are standard 8 inch or 12 inch traffic signal heads and are usually ordered as "railroad cross buck heads and lenses" specifying red or green lenses. The "X" is formed by insertion of a metal stencil pressed to the lens and when the signal is lighted only the "X" is visable.

If the State is willing to furnish, install and maintain the additional signals suggested, at own expense, our Company would be willing at its expense to install and maintain the required railroad preemption track circuit. May we have the benefit of your views on this

proposal.

We cannot yet approve highway plans as requested nor can we handle with our management for approval of grant of easement and highway widening until the crossing signal matters have been settled.

Yours very truly,

W. M. Williamson

JLS:ja
5-25-67

PUX 645

5-26-67

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to alter a highway grade crossing over the tracks and right of way of the Southern Pacific Company, known as the "KINNEY SPUR GRADE CROSSING ALTERATION" project, in Roseburg, Oregon in Douglas County in the Northwest Quarter of the Northwest Quarter (NW¼NW¼) of Section 19, Township 27 South, Range 5 West, Willamette Meridian.	APPLICATION No._____

Comes now the Applicant, State Highway Commission, and files its application in the above-titled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant is State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this application is made under the authority of ORS 366.205 and 763.030.

III

That for the proper service and convenience of the travelling public, Applicant proposes to reconstruct a portion of the Oakland-Shady Highway; said reconstruction necessitates the alteration of the existing highway grade crossing, which is identified in the Commissioner's Catalog of Crossings as No. C-572.9-C, which crosses the Kinney Spur Track of the Southern Pacific Company. This alteration of the highway grade crossing is shown on Oregon State Highway Department Drawing

JLS:ja
5-25-67

No. 9B-1-2, consisting of Sheet No. 1 titled "P.U.C. MAP" and dated Sept. 1966, Sheet No. 2 titled "P.U.C. MAP", dated Sept. 1966 and Rev. May 1967, and Sheet No. 3 titled "P.U.C. MAP PROFILES" and dated Sept. 1966, all of which are further titled "Grade Crossing of Kinney Spur, North Hill-Deer Creek Section, Oakland-Shady Highway, Douglas Co."; said Drawing by reference hereto is made a part hereof. The existing highway grade crossing is protected by two Public Utility Commissioner Standard No. 1 unreflectorized crossbucks and by the interconnection of the highway traffic signals with railroad track circuits. It is proposed that the altered grade crossing will be protected in a similar manner, except that an additional indicator signal will be installed facing railroad traffic, showing red at all times, except when a train occupies the track circuit and causes the highway traffic lights to stop vehicles from entering the crossing. The Public Utility Commissioner Standard No.1 crossbucks will be replaced with Public Utility Commissioner Standard No. 1R reflectorized crossbucks. Inasmuch as the railroad will benefit from this improved signalization, participation of 10% of the cost of all signals controlling vehicle and train movements at the crossing is requested from the railroad. The State and railroad agree that this cost is equal to 7.5% of the total cost of signal installation at this intersection. The railroad will be reimbursed for all other expenses made necessary by this construction in accordance with Policy and Procedure Memorandum No. 30-3 and all supplements thereto.

IV

That the construction of an overpass or an underpass across the railroad tracks is not economically justified.

JLS:ja
5-25-67

V

That the 1965 average daily traffic at this point was 12,000 vehicles per day and is projected to increase to 22,800 in 20 years; that at the site of the proposed crossing there is an average of 4 train movements per day at a maximum speed of 10 miles per hour.

VI

That at the point of the altered grade crossing, the highway will be composed of a 12-foot and 14-foot travel lane carrying traffic in each direction, and a 17-foot left-turn median. Diamond Lake Boulevard connects to the easterly side of the Oakland-Shady Highway at this point. Five-foot sidewalks will be provided on each side of the highway as shown on the attached exhibit maps. The centerline of the proposed highway intersects the existing track at Highway Station 1602+07, point on spiral, equals Railroad Station 3+93.5, point on tangent, at an angle of 24°30' in the Northeast Quadrant. The angle of intersection is formed by the railroad centerline and the tangent to the highway curve extended from its point of intersection with the railroad centerline. The proposed highway approaches the crossing from the south on a descending grade of 1.4%, crosses the railroad at the bottom of a vertical curve and ascends in a northerly direction at a grade of 6.00%.

VII

That the parties affected by the proposed alteration of the grade crossing are the Southern Pacific Company, the City of Roseburg and Douglas County

VIII

That this is a State project and will be financed entirely by funds of the State Highway Department, except for 7.5% of the total cost of the signalization of this intersection, which should be borne by the Southern Pacific Company.

JLS:ja
5-25-67

IX

That sight distances approaching the altered crossing are as follows:

From a point on the highway 500 feet southerly of the crossing (Point A)

Westerly	210 feet
Easterly	100 feet

From a point on the highway 50 feet southerly of the crossing (Point B)

Westerly	480 feet
Easterly	240 feet

From a point on Diamond Lake Blvd. 500 feet easterly of the crossing (Point F)

Easterly	130 feet

From a point on Diamond Lake Blvd. 50 feet easterly of the crossing (Point E)

Westerly	390 feet
Easterly	160 feet

From a point on the highway 500 feet northerly of the crossing (Point D)

Westerly	240 feet
Easterly	190 feet

From a point on the highway 50 feet northerly of the crossing (Point C)

Westerly	500 feet
Easterly	450 feet

X

That the Applicant proposes, for the purpose of protecting the traffic across said crossing, there be installed two Public Utility Commissioner's Standard No. 1R Reflectorized Crossbucks, that the proposed traffic signals as shown on Sheet 2 of the exhibit map be interconnected with the train circuits, and that an indicator signal facing railroad traffic be installed and connected in a manner which will show "green" only when all traffic signals controlling vehicle movements across the crossing show "red". There will also be installed appropriate advance warning signs on both sides of the crossing on the Oakland-Shady Highway and on Diamond Lake Boulevard.

XI

That said proposed construction is in the Northwest Quarter of the Northwest Quarter (NW¼NW¼) of Section 19, Township 27 South, Range 5 West, Willemtte Meridian, Douglas County, Oregon.

JLS:ja
5-25-67

XII

That the Applicant proposes the construction and maintenance of the project be handled and the cost thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specificstions and award a contract for the construction of the highway, which shall include complete signalization of the intersection.

(b) Maintain advance warning signs on the Oakland-Shady Highway.

(c) Except as hereinbelow stated under "THINGS TO BE DONE BY RAILROAD COMPANY AT ITS OWN COST AND EXPENSE", reimburse the railroad for necessary expenditures in connection therewith in accordance with the terms of Policy and Procedure Memorandum No. 30-3, issued by the Bureau of Public Roads under date of October 15, 1966, and supplements and amendments thereto.

THINGS TO BE DONE BY RAILROAD COMPANY SUBJECT TO REIMBURSEMENT BY APPLICANT:

(a) Furnish and install two Commissioner's Standard No. 1R Reflectorized Crossbucks, which shall be located at appropriate locations along the highway along each side of the railroad track.

(b) Make appropriate interconnection of the highway traffic signals with railroad circuits.

(c) Make such rearrangement of communication and signal lines as may be required to accommodate the construction project.

(d) Provide and install preservative treated ties and ballast on and along the portion of the track to be covered by the highway roadway,

JLS:ja
5-25-67

install continuous rails throughout the crossing, and install a gumwood plank crossing for a width, when measured along the centerline of the track, of 192 feet.

(e) Provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of construction of the crossing.

THINGS TO BE DONE BY RAILROAD COMPANY AT ITS OWN COST AND EXPENSE:

(a) Install railroad pre-emption track circuit.

(b) Maintain the railroad tracks, ties, ballast, crossbucks, railroad pre-emption track circuit, and other railroad facilities after construction of the crossing.

(c) Bear 7.5% of the total cost of signalizing the intersection.

THINGS TO BE DONE BY CITY AT ITS OWN COST AND EXPENSE:

(a) Maintain entire signal system at intersection, which shall include indicator signals facing the railroad traffic.

THINGS TO BE DONE BY COUNTY AT ITS OWN COST AND EXPENSE:

(a) Maintain advance warning signs on Diamond Lake Boulevard.

WHEREFORE, Applicant prays for an order authorizing the alteration and allocation of costs thereof, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 26th day of May, 1967

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
5-25-67

STATE OF OREGON)
) ss
County of Marion)

I, R. L. PORTER, being first duly sworn, say that I am Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

R. L. PORTER

Subscribed and sworn to before me this 26th day of May, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
MAY 18 1967
FORM E-30X — 90M — 7-66

116-1145
1024

R. L. Porter

SP°23011-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1967

To: Mr. L. W. Riley
District R/W Supervisor

ROSEBURG

SUBJECT: File No. 40412 - Baxter
North Hill - Deer Creek
Section
Oakland - Shady Highway
Douglas County

NOTED
R. L. PORTER

This afternoon, Mr. Porter discussed with me the taking under the subject file.

The owner has contacted his legislator and is objecting to our taking of the 40 square feet of his property. Mr. Porter is of the opinion that there may be some change of grade damage involved. Would you please discuss this with the appraiser and assure yourself on this matter prior to further negotiations.

I have discussed the change of grade statute with Mr. McKinney, and he advises that in cases where we have a taking of land, if any damage results to an owner's remainder because of highway construction, then such damage must be considered. In the case of a change of grade where no taking of land is involved, then the owner would normally need to prove in an inverse condemnation action that he was damaged.

In the case at hand, since we have a taking, we must consider the element of damage due to the proposed highway construction.

D. H. MOEHRING
Right of Way Engineer

DHM:JP

RECEIVED
MAY 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
[illegible] ROLENHAGEN CHAIRMAN, BEAVERTON
FOREST HUFFSCHMIDT, PORTLAND
LEONARD W. WALD, CHARLESTON

[illegible] MAY 2 3 1967

FOR FILES

110-1142

May 15, 1967

4024

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG 1400 S W 5TH AVENUE
PORTLAND 97201

Routing
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
MAY 19 1967
CONSTRUCTION DIVISION

REFERRED TO
[illegible]
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Listed below in conjunction with our comments are the titles of the proposed highway projects mentioned in your April 27, 1967 letter:

North Hill-Deer Creek Section, Oakland-Shady Highway, Douglas County.

Beaverton-Progress Section, Beaverton-Tigard Highway, Washington County.

5-19-67 Copies to:
F.B. Klaboe
L.H. Young
Frank Hall (5)
T.C. Roake
J.E. Morelock
L.W. Rulien (4)
L.R. Chandler (4)
A.F. Parson (2)
fw

South Baker Interchange-Encina Section, Old Oregon Trail Highway, Baker County.

NOTED
F. B. KLABOE

Jacksonville ("E" Street) Section, City Street, Jackson County.

We anticipate no fishery conflicts as a result of construction on the above projects.

Milwaukie-Harmony Road Interchange Section, Clackamas Highway, Clackamas County.

The 800-foot-long channel change shown on Johnson Creek is on a four percent grade. Large boulders should be placed in staggered locations to break up the increased stream velocities caused by the increased gradient.

We appreciate the opportunity to comment on these projects.

Sincerely,

[illegible]
5-19-67

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

RECEIVED
MAY 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
Office of City Manager
MAY 16 1967

FOR FILING
7.110 - 47
7024

Phone 673-4457

CITY OF ROSEBURG

744 S. E. Rose Street
ROSEBURG, OREGON 97470

May 9, 1967

REFERRED TO
By Asst. State Hwy. Engr.
5-16-67

Mr. Tom Edwards, Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: North Hill-Deer Creek Section
Oakland-Shady Highway
Street Impvt.-Signalization-Illumination

Dear Mr. Edwards:

Upon advice of the Planning Commission, the City Council has approved the plan for the improvement of the subject highway. The City also approves the latest revised plans for the replacement of existing traffic signal and illumination at the intersection of Diamond Lake and Stephens extending to the Deer Creek bridge.

The City appreciates the 16' center median in lieu of two emergency parking lanes, feeling that this has greater application in the urban area.

In consistent with good traffic engineering, the City would prefer that the entering traffic from Winchester to Stephens be a merging lane rather than a stop sign. The elimination of curb medians and islands in Stephens St. at this intersection will accommodate the necessary traffic circulation of abutting properties. We understand that one curbed island on Winchester will remain; because of its large size, it would appear that the other island to be created on Winchester could also be curbed for future beautification.

The City intends to illuminate the new street north of the Deer Creek bridge at a later date from existing power poles. The provision for future sidewalks of at least 5' in width is appreciated; no sidewalk improvement is planned by the City until after completion of the project by the State.

We understand that the contract will be let in late June; we hope that work may proceed expeditiously so as to be substantially complete during the coming construction season.

Thank you for your assistance in this important highway improvement project.

Copy Klaboe
Emailed
5-11-67

Very truly yours,

Craig McMicken
City Manager

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

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MAY 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 7 - 1967
FOR FILING

Agenda
41

May 4, 1967

City of Roseburg
City Hall
Roseburg, Oregon 97470

MISC. CONTRACTS and
AGREEMENTS No. 3226

Gentlemen:

Enclosed for your files is a fully executed copy of a cooperative construction agreement covering the North Hill-Deer Creek Section of the Oakland-Shady Highway in Douglas County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

imr
Enc.

cc: H. S. Cox
Attn: Richard Unrein
(Conformed Copy)

RECEIVED
JUN 7 - 1967
FOR FILING
110-1143
7024

Agenda
41

May 4, 1967

City of Roseburg
City Hall
Roseburg, Oregon 97470

MISC. CONTRACTS and
AGREEMENTS No. 3226

Gentlemen:

Enclosed for your files is a fully executed copy of a cooperative construction agreement covering the North Hill-Deer Creek Section of the Oakland-Shady Highway in Douglas County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: Richard Unrein
(Conformed Copy)

RECEIVED
APR 19 1967
FOR FILING

Fred W. Hill, Member
Delta 110-1143
1024

April 18, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 25 meeting will be a cooperative construction agreement with the City of Roseburg pertaining to the North Hill-Deer Creek Section of the Oakland-Shady Highway (US99) in Douglas County.

This agreement provides for construction of the project, relocation of utilities, parking restrictions, grade revisions, et cetera, within the city. Upon completion of the project, the City will assume maintenance, jurisdiction and control of the portion of right-of-way including sidewalks lying outside the curb line of the project.

The project will basically consist of widening the existing facility to a 68-foot curbed section which will facilitate four lanes of traffic. The project is currently scheduled for the June bid letting and is estimated to cost approximately $450,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
C. H. Maison
L. H. Young
F. D. Morgan
H. S. Cox
L. R. Chandler

RU:nr fn

RECEIVED
MAR 14 1967

FORM E-PDX—(GEN.)-2-66 SP*23800-734

FOR FILING
110-1142
7024

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1967

To: MEMORANDUM TO FILE:

SUBJECT: File R-40411 - Jones
North Hill-Deer Creek Section
Oakland-Shady Highway

NOTED
F. B. KLABOE

On March 3, 1967, I received a telephone call from Clarke Brown, Salem attorney who is representing Dr. Dallen H. Jones in the above file. Dr. Jones runs a veterinary hospital north of Roseburg and became deeply concerned when highway personnel commenced driving stakes within a few feet of his hospital.

Mr. Brown stated that he would like to discuss our acquisition with the locating engineers since it appeared to him we could widen the highway on unoccupied property across the road from his client.

In checking with Design I discovered that the actual highway improvement from centerline to curb could be made within existing right of way and without any acquisition from Dr. Jones, except perhaps 5 feet or less of slope easement. It appears that the difficulty is that the city desires us to obtain a four-foot strip for planting outside the curb line, plus an additional five feet for a future sidewalk. The sidewalk would entail acquiring an additional foot for protection, plus a five-foot slope easement.

This matter was then discussed with City-County who informed me that the City of Roseburg was not contributing any funds whatever to the project for this acquisition. Further, that it was the City's desire to have the state acquire all of this additional property on which the City could subsequently place its sidewalk and plantings. Since it appeared to me that this acquisition will undoubtedly cost the state a considerable amount of money by reason of proximity damages to the veterinary hospital, it should be discussed with Mr. Klaboe. On March 8 the matter was discussed with Mr. Klaboe and City-County, at which time Mr. Klaboe agreed that we should take another look at the project and our agreement with the City of Roseburg.

On this same date I called Clarke Brown and advised him that we were taking another look at the project and would keep him informed.

There may also be a legal question involved as to the authority of the state to condemn private property for a city sidewalk and planting strip in the event Mr. Brown should wish to raise it. ORS 366.460 provides the manner in which the Commission can construct and maintain sidewalks inside state highway right of way. This statute, of course, likewise controls our authority to purchase. Additional study would have to be given this matter, but the probability of the problem should be mentioned.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: F. B. Klaboe
D. J. Barbee
Si Cox
Jay Bond
Leonard Riley
G. E. Rohde

RECEIVED
JUN 29 1966
FOR FILING

110-1143

1024

June 29, 1966

Douglas County Board of Commissioners
Courthouse
Roseburg, Oregon

agenda
3C
6-2-66

Gentlemen:

The State Highway Commission at its meeting on June 2, 1966, adopted a survey concerning improvement on the North Hill-Deer Creek Section of the Oakland-Shady Highway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 312", adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Attachment

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED REVISED

Page 1 of 4 Pages

Section NORTH HILL - DEER CREEK Highway OAKLAND - SHADY (FAR 553) County DOUGLAS

Res. Engr. K. D. Limbocker Approx. Length 0.60 Miles. Sta. 2514+42± thru eq. to Sta. 7598+19.4±

Truck A.D.T. 59% Traffic Coefficient 10.0 18 kip s.a. per day 417.2.

Annual Precipitation 32"± Frost Penetration - - - - - -.

(1)
Typical Soil
[redacted] LL
8 PI
95 %P 10
51 %P200
15 %Gravel
12 %C Sand
42 %F Sand
25 %Silt
20 %Clay
12 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (3)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK

4.0" of Asphaltic Concrete
3.0" of Plant Mix Bituminous Base
15.5" of Crushed Base

EXISTING ROADWAY
22'±
2.0" Min. A.C. Overlay
Variable depths of A.C. for leveling, patching, etc.

IN PLACE
(From Traffic Log)
7.0" P.C.C.
6.0" Base
Placed about 1937.

(1) Clayey Sand

NOTED
F. B. KLABOE

	New Work		
	8.0	4.0	A.C.
	5.5	3.0	[illegible]
	[illegible]	[illegible]	[illegible]
29.0	29.0	22.0	

OVER EXISTING FLAT
4.0 2.0 Min. A.C.
See Previous

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Bridge Engineer

Submitted by [signature] Staff Assistant
Recommended by [signature] Engineer of Materials
Recommended by [signature] Construction Engineer
Approved by [signature] Asst. State Highway Engineer

RECEIVED
JUN 13 1966
FOR FILING

D. Hill - Deer Ck.
202 Prefix
LP-1(13)
Date

5-31-66

NORTH HILL - DEER CREEK
OAKLAND - SHADY (FAR 553)
DOUGLAS COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	Level	Crushed Base	CBR Req.	Actual Thickness
90 - 240	3.5"	2.0"	15.5"	24.5"	21.0"
30 - 90	3.5"	2.0"	13.0"	22.0"	18.5"
8 - 30	3.0"	2.0"	11.0"	19.0"	16.0"
1 - 8	2.0"	2.0"	10.0"	16.0"	14.0"
Cars Only	2.0"	2.0"	6.0" (Min.)	11.5"	10.0"

For substitutions use the "CBR Requirement Column" to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (See Standard Specs) (and Supplementals)	=	0.8" Crushed Base

SECTION. NORTH HILL - DEER CREEK

HIGHWAY: OAKLAND - SHADY (FAR 553)

COUNTY. DOUGLAS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 12,000 (Total)

B. Future ADT 22,000 (Total)

C. Mean ADT 17,000 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 7 (ADT Basis) (Heavy Logging)

G. Trucks (in one direction) $\frac{F}{2}$ = .035 x (C) 17,000 = 595

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 595 x (H) 100 % = 595

TRAFFIC COEFFICIENT = $K (I)^{0.119}$

where K = 4.669

= 10.0

SECTION: NORTH HILL - DEER CREEK

HIGHWAY: OAKLAND - SHADY (FAR 553)

COUNTY: DOUGLAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or P.C.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison as this is a State Construction project.

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MAY 17 1966
FOR FILING

111 - 1143

7024

May 16, 1966

Oregon State Highway Commission

Gentlemen:

The survey has been completed on the North Hill-Deer Creek Section of the Oakland-Shady Highway in Douglas County. A sketch map is attached for your information.

The proposed work on this section involves grading and paving on existing alignment to a curb-to-curb width of 72 feet and widening of the existing Deer Creek Bridge. The total length of the project is 0.67 mile and lies within the city of Roseburg.

This project is estimated to cost $300,000 for construction and $50,000 for rights-of-way, for a total cost of $350,000.

Approval of this project and authority to purchase the necessary rights-of-way is requested.

This matter will be on the agenda at the June 2 meeting.

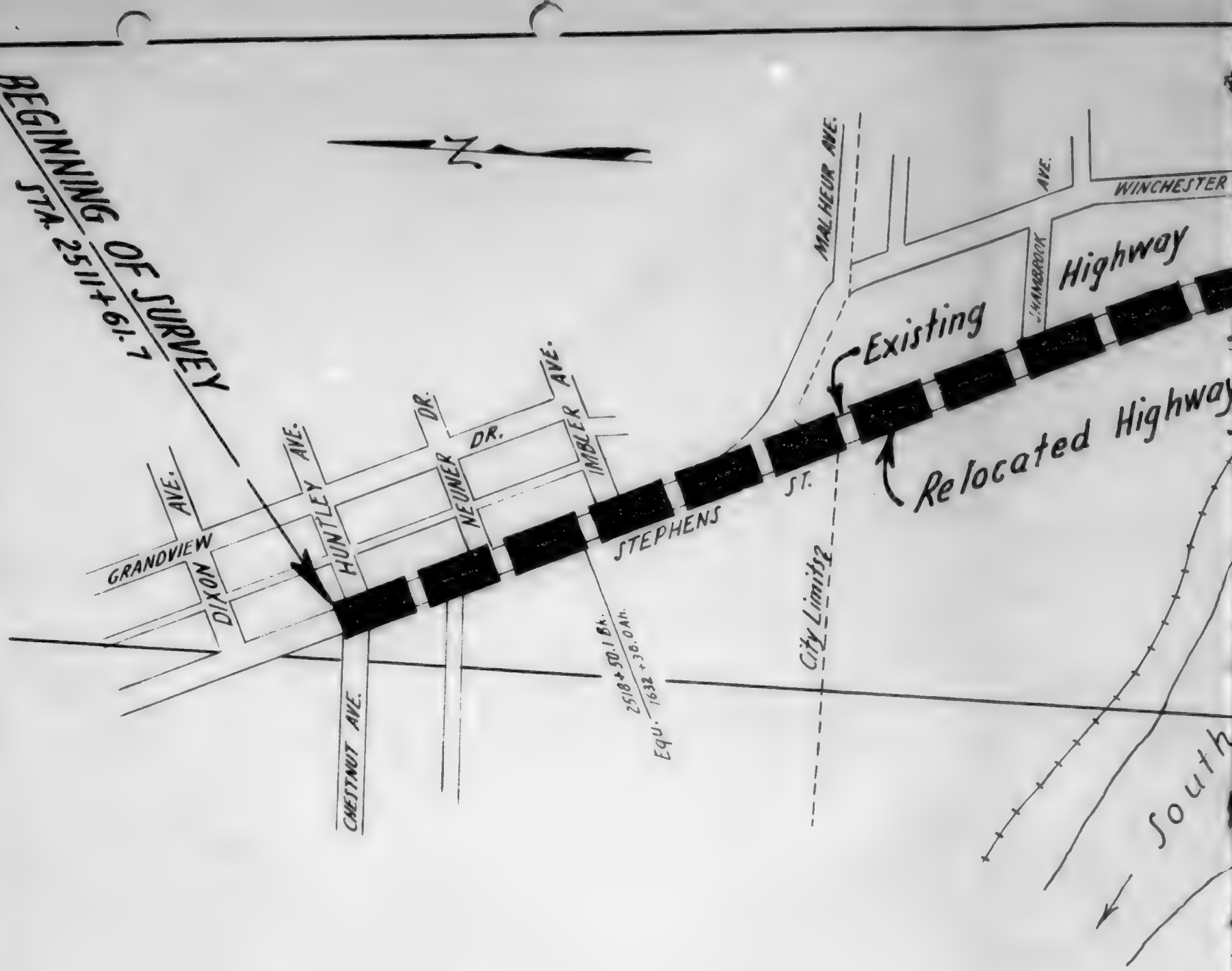
Very truly yours,

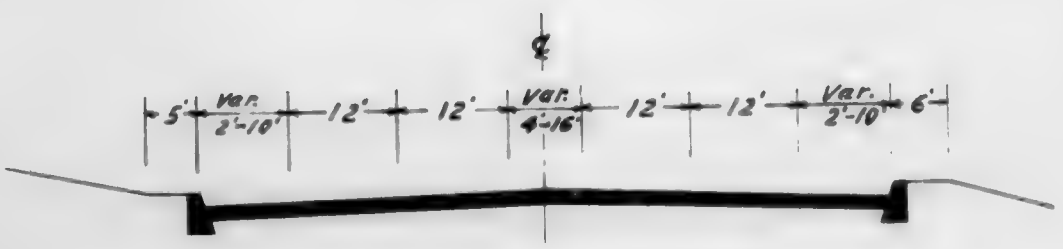
Forrest Cooper
State Highway Engineer

Attachment

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
D. H. Moehring
C. H. Maison
L. R. Chandler

BG:rw bg



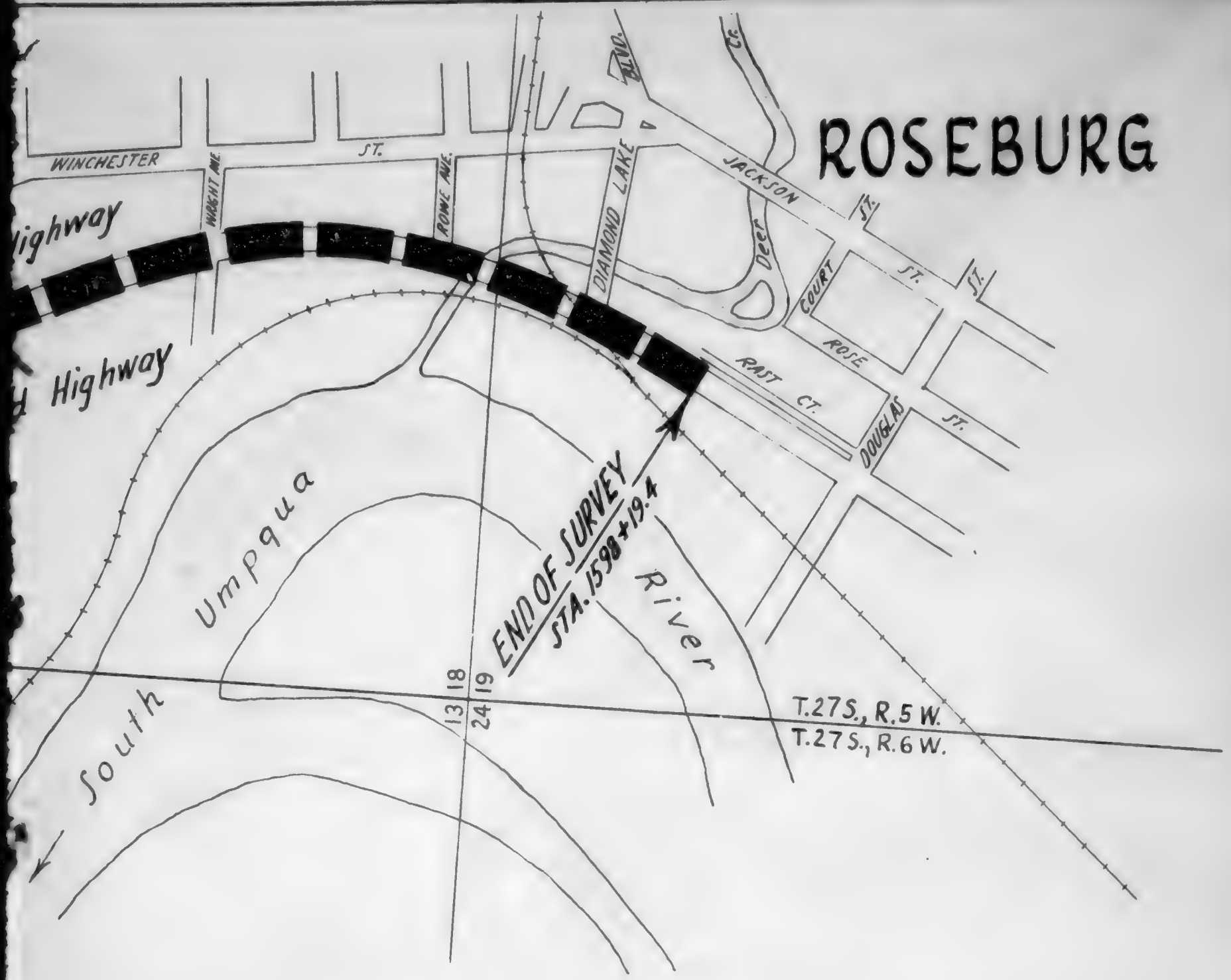


TYPICAL SECTION

PUBLIC HEAR
SYSTEM ACTI
CO
ST
BL
THROUGHW
ACCESS CON

APPROVE

DRG. NO.



PUBLIC HEARING	None Required
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	None Required

APPROVED: 5-16, 1966

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

NORTH HILL~DEER CR. SEC.

OAKLAND–SHADY HIGHWAY

DOUGLAS COUNTY

DRG. NO. 1R-4-211

SCALE: 1"= 400'

DATE: May, 1966

FOR DETAILS SEE DRG. NO

5B-5-21, Rev. 5-66

10-1144 Gardiner Hill Sec. of Oregon 1967
Coast Hwy. (Guardrail)
#7025

RECEIVED
OCT 18 1967
FOR FILING

10-1144
7025

October 18, 1967

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 7025 awarded to Lasm-Irving & Company for guardrail construction on the Gardiner Mill Section of the Oregon Coast Highway in Douglas County was completed on September 12, 1967, and accepted by the Highway Commission on October 17, 1967.

Final payment in the amount of $668.68 will be released to the contractor after October 25, 1967. The total contract amount is $10,357.84 including $105.19 for work performed under force account.

No Claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Lasm-Irving & Company
135 E. Hereford Street
Gladstone, Oregon 97027

Ralph W. Fullerton Co.
901 S. E. Oak Street
Portland, Oregon 97214

L. H. Young
C. H. Maison
Attn: John Herr

Entry letter written 2. C. Oct 18-1967

RECEIVED
OCT 17 1967
FOR FILING
10-1144
7025

October 17, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 12, 1967, on Contract No. 7025. The contract was with Lemm-Irving and Company and was for guardrail construction on the Gardiner Hill Section of the Oregon Coast Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 17, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
I. D. Merchant
L. H. Young
L. R. Chandler

srb kf

10-1144

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Gardiner Hill		WEEK ENDING: 29 September 1967
		SECTION PREFIX: 10-1144
HIGHWAY: Oregon Coast		COUNTY: Douglas
NAME OF JOB: Gardiner Hill	KIND OF WORK: Guard Rail	
CONTRACTOR: Laam-Irving & Co.	CONTRACT NUMBER: 7025	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 18 June 1967	DATE WORK STARTED: 29 August 1967	ESTIMATED COMPLETION DATE: 12 September 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 45	CALENDAR DAYS USED 60
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 133.3%
PROJECT AUTHORIZATION: $ 13,020.18		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 12,094.30	ENGINEERING AUTHORIZATION $ 925.88	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 10,357.84	ENGINEERING COST TO DATE $ 1,390.17	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 14.4%	PERCENT OF AUTHORIZATION 150.1%	DATE PROJECT WAS COMPLETED: 12 Sept. 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD	Guard Rail 100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				0.88	
MILES PARTIALLY COMPLETED				0.88	
MILES COMPLETED				0.88	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				4,450 lin.ft.	
TOTAL QUANTITIES CORRECTED TO DATE				4,250 lin.ft.	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				4,250 lin.ft.	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Crossing
Morgan
Becker
Bond
Barbur
Walker
Glenn
Swan
Scott
Wilk
Litchfield
Olson

RECEIVED
OCT 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity All Week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This is Final Weekly Report

Semi Final submitted on 27 Sept. 1967

Carl M. Williams, ADE in office and over project on Wednesday 27 Sept. 1967

SIGNED by MB Smith LOCATION North Bend, Oregon

W.N. Hackleman, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FORM S-123

RECEIVED
JUN 29 1967
FOR APPROVAL

COMMISSIONERS
KENN H. JACKSON, 1967 CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. STIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

D-1144

1025

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 28, 1967

Lean Irving and Company
135 E. Hereford
Gladstone, Oregon

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 7029 for the following project:

Guardrail on the Gardiner Hill Section of the Oregon Coast Highway in Douglas County.

$11,373.50
June 22, 1967,

This award was based on your bid of which was submitted to the Commission on for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

wln

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Frank Morgan
L. M. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
MAY 24 1967
FOR FILE

FORM B-30 30M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

10-1144

7025

Salem, Oregon
May 18, 1967

SUBJECT: Proposed Highway Safety Improvement Project.

To: F. B. Klaboe
Assistant State Highway Engineer
O f f i c e

1466
1488
1526

Transmitted herewith for your use for safety improvement project programing are traffic volume and accident data for the Gardiner Hill Section of the Oregon Coast Highway in Douglas County.

F. B. Crandall
Traffic Engineer

RER:sp
Attachment
cc: Val Johnson

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
MAY 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SAFETY IMPROVEMENT PROJECT

Gardiner Hill Section

Date May 10, 1967 Highway Oregon Coast

Route No. 101 Highway No. 9 M.P. 207.9 to M.P. 208.6

Urban ☐ Rural ☒

1964 ADT 3,000
1965 ADT 3,200
1966 ADT 3,000

Accidents from 1/1/64 to 12/31/66 Average Daily Traffic

Total Accidents 7 Persons Injured 3 Persons Killed 1 Accident Rate 2.98 Average Rate

Design Speed ____ No. Lanes ____ Parking ____ Type Terrain ____

Alignment: Horz. ____ Vert. ____ Shoulders ____

Type of improvement Construction Guard Rail

Estimated cost of improvement: $ 11,000

PROGRAM

FAP ___ FASC ___

FAS ___ State X

FAU ___ Other ____ (State-City)

FAI ___

Remarks: ____

APR 19 1967

FOR FILING
14-10-1144
1025
Fred W. Hill, Member
Heidx

1968
1526

April 18, 1967

Oregon State Highway Commission

Gentlemen:

On the Oregon Coast Highway just north of Gardiner, there is a section about 0.6 mile in length that is constructed with a high fill on the westerly side. The accident pattern in the area is not abnormally high, but it was the scene of a recent fatal incident where the vehicle apparently skidded and rolled down the high embankment.

The situation has been discussed with the Federal Highway Administration, which has agreed to classify a guardrail job as a safety project at an estimated cost of $11,000.

I recommend that you approve this project and include it in the Inventory of Hazardous Locations and on the current State Construction Program.

The matter will be on the agenda for the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

Form CD-121
(11-63)
(Reg. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted]

477 Cottage Street NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 11, 1967

In reply refer to: 08-35.3/710.17

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Spot Accident Improvement Program

Reference is made to your March 28 letter proposing the addition of the Gardiner north section to the inventory of hazardous locations proposed for correction under the subject program. Although the accident experience for this section is not sufficient to give this section a high priority rating, it is believed that the hazard potential presented by the combination of high fills and frequent periods of adverse weather are sufficient to justify installation of guardrail protection as a safety improvement project. The addition of this project to the inventory of hazardous locations is therefor approved.

Please include this project in the quarterly report of safety improvements accomplished without use of Federal funds when completed so that appropriate credit to the safety program for this State may be granted.

NOTED
F. B. KLABOE

4-14-67
REFERRED TO
Young - Crandall - Morgan
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 28 1967
FOR FILING
10-1144
1025

March 28, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Safety Improvement Project
State Financed

Dear Sir:

We hereby request your approval to add the following guardrail project, as a "Safety Improvement Project", to our May, 1966, "Inventory of Hazardous Locations":

> Gardiner Hill Section of U. S. 101(FAP-2), approximately one mile north of Gardiner (MP 206) in Douglas County. The project consists of the installation of two sections of guardrail, approximately 380 feet, and 2,680 feet, on westerly side of the highway along a very steep fill slope. The estimated cost of the project is $11,000.

We are enclosing the following documents to support the "Safety" classification of this project.

a. Mr. George's memo of March 3, 1967, with attachments which set forth the accident record from January, 1961, to November 30, 1966, and the latest accident report of February 10, 1967, in which a fatality occurred.

b. Sketch map showing location of proposed Safety Project.

Upon receipt of your approval of this Safety Project, we will request the Highway Commission to add same to our current State Construction Program.

We further request the State be given credit in the amount of $11,000, on the second quarter of the four-year "Safety Program".

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: F. B. Klaboe
F. D. Morgan
F. B. Crandall
R. M. Chase
B. L. Gifford

RECEIVED
MAR 23 1967
FOR FILING
10-7144
7025
1526

Salem, Oregon 97310
March 23, 1967

Mr. L. H. Young
Office Engineer
B U I L D I N G

Installation of Guardrail
Gardiner Hill

I am enclosing pertinent correspondence concerning a proposal to install guardrail on Gardiner Hill on US101 near M.P. 208.

We have had several accidents in this vicinity lately, and I would like to add the installation of this guardrail at an estimated cost of about $11,000 to the current safety program. The work will be done as a State construction project.

It is therefore requested that you set in motion the necessary machinery to accomplish this end.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Victor D. Wolfe
F. B. Morgan (Att: Gifford)
F. B. Crandall
L. R. Chandler

Note: Mr. Gifford: Please rough draft letter to the Commission adding this project to the current State Construction Program after you have been advised by Mr. Young that he has accomplished the instructions contained above.

FBK

1-1144

FORM E-20 50M 10-65

7025

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 20, 1967

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Assignment No. 1488
Highway 101, M.P. 208
Installation of Guardrail

As per your request, installation of guardrail near Mile Point 208 on Highway 101 was investigated. The Division office was contacted. Enclosed is a copy of their reply and two plan sheets.

Mr. Juve, Chief Cost Analyst, was consulted on prices and he suggested a higher cost for guardrail than the Division Engineer recommended. Using the field quantity and the revised cost, the following would be the estimated cost to install guardrail as per the Division's recommendation:

Between Stations 490 and 495	-	350 lin. ft.
Between Stations 501 and 525	-	2,425 lin. ft.
Total	-	2,775 lin. ft.

2,775 Lin. ft. + 10% = 3,153 lin. ft. @ $2.75 per ft.	=	$8,670
222 blocks + 10% = 244 each @ $1.76 per ea.	=	430
Subtotal	=	$9,100
+ 20% Engineering and contingencies		1,820
Total		$10,920

F.D. Morgan
Construction Engineer

By
Donald L. Trout
Rural Engineer

DEK:sg
Enc.

3:23-67
Mtg w/plans
Sheets to Young

RECEIVED
MAR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

1144

FORM B-20 5OM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 17, 1967

To: Mr. F. D. Morgan
Construction Engineer
S AL E M

SUBJECT: Guard Rail Installation
Gardiner Hill
Oregon Coast Highway

Attention Donald Keyes

The D.M.S. Jack C. McCormick and his foremen have reviewed the guard rail installation at Gardiner Hill and the following are their recommendations for installation:

350 ft. of guard rail between stations 490 and 495 and 2425 lin. ft. of guard rail between stations 501 and 525. The D.M.S. has added an allowance of 15% bringing the total amount to 3175 ft. at $2.58 per lin. ft. equalling $8,191.50 and 254 guard rail blocks at $1.76 per ft. for $447.04 for a total bill of about $8,600. The exact station, if a contract or some proposal to make this installation is agreed upon, must be determined in the field.

The D.M.S. has been aware of the problems and is unable to explain their happening. He has lightly burned this area and done everything short of guard rail installation possible. Please advise if further work is desired.

J. B. BOYD
Assistant Division Engineer

JBB/cw
Enc.
cc J. C. McCormick

RECEIVED
MAR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan	Peasu E
Decker	Moreland
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
MAR 20 1967
CONSTRUCTION
DIVISION

FORM E-30X—5068—7-66 SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 3, 1967

SUBJECT: Highway 101 - M.P. 208
Assignment FBK 1465

To: F. B. Klaboe
Assistant State Highway
Engineer
B U I L D I N G

During the last six years in the vicinity of M.P. 208, there have been four accidents involving vehicles running off the road. The latest accident was in February, 1967, which has been the only fatality involved.

Thre are many other sections in the mountainous areas with a worse accident experience (Santiam Pass for example) that are in need of guardrail. However, if funds are available, this short section would be a good project.

I would recommend its installation if possible.

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments

NOTED
F. B. KLABOE

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION

Oregon Coast Hwy. N. of Gardiner

Hwy. No. 9 Rte. No. US101

From M.P. 206.67

To M.P. 208.42

Period Covered: 1-1-61 to 11-30-66

		COLLISION TYPE													CLASSIF.					REMARKS
		Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
1961	M.P. 208.11								1					1			1			Sbd car skidded off curve on rt. Wet surface daylight.
	Total								1					1			1			
1962														0						
1963														0						
1964														0						
1965	M.P. 208.42								1					1			1			Mech. defect, Sbd car ran off rd. on rt dry surface, daylight.
	Total								1					1			1			
11 Mos. 1966	M.P. 208.00								1					1		1			2	Inattention, Sbd car ran off rd. on rt. dry surface, darkness
	Total								1					1		1			2	
Total - 1-1-61 to 11-30-66 Ran off road Accidents.									3					3		1	2		2	

Form 5

VEHICLE ACCIDENT REPORT

OREGON STATE POLICE

☒ Fatal ☐ Non-fatal

County Douglas Date February 10, 1967

Location U.S.101,M.P.208, 3 mi. N. of Reedsport Date 2/9/67 Time 11:00 PM

Vehicle No. 1—

1967 Mercury	Coach	JDM-114	Southbound	50 MPH
Make	Type	License	Direction of Travel	Stated Speed

(I) PAUL, Roger Allen, Hwy. 101, N.,Gardiner,Ore. 17 Permit/1260690

Name and Address of Operator — Age — Operator's License

BURGER, Beverly Joanne, Umpqua Mobil Villa, Reedsport, Oregon.

Name and Address of Owner

Vehicle No. 2—

None.

Make — Type — License — Direction of Travel — Stated Speed

Name and Address of Operator — Age — Operator's License

Name and Address of Owner

Vehicle No. 3—

None.

Make — Type — License — Direction of Travel — Stated Speed

Name and Address of Operator — Age — Operator's License

Name and Address of Owner

Pedestrian None.

Name and Address — Age

	Name and Address	In Vehicle	Age
(K) Passengers	BURGER, Beverly Joanne, Umpqua Mobil Villa, Reedsport,Ore.	# 1	33 Yrs.
(I)	BURGER, Karen Joanne, Same as above.	# 1	15 Yrs.
(I)	BURGER, Carolyn Marguerite, Same as above.	# 1	12 Yrs.
(I)	BURGER, Francos Daniel, Same as above.	# 1	14 Yrs.

WITNESSES

None.

Name and Address

NARRATIVE

Arrived scene at 11:33 P.M. Weather cloudy, visibility limited due to moderate ground fog, during nighttime hours. Hwy. three lanes wide with double solid yellow lines in the Southbound lane. Broken white center stripes seperate the three lanes. The Hwy. surface was wet due to the ground fog. Accident happened on straight section of Hwy. # 1 Southbound in the right lane. Apparently # 1 struck a wet slick spot on the Hwy. and went out of control, turning around in circles several times, before going off the Hwy. on the West side and down a 250' embankment. # 1, after going off the Hwy., rolled over several times while traveling down the embankment. The operator and passengers were all thrown from the vehicle before it came to rest on its top. Mr. Paul sustained deep lacerations on back and right side. Mrs. Burger received fatal injuries. Miss. C. Burger received deep head laceration and fractured right arm. Miss. K. Burger received fractured right arm. Mr. Burger received a very deep ~~STATEMENTS~~ neck, head, facial lacerations and fractured right arm. All were taken to Umpqua Hospital by Reedsport Ambulance, summoned by Reedsport P.D. # 1 Vehicle received total damage.

STATEMENTS

Mr. Paul, Operator, stated in substance: that he was Southbound on Hwy. 101 at about 50 MPH in his right lane. While traveling down the hill, his vehicle hit a wet spot on the Hwy. and started to turn around on the Hwy. He attempted to correct, but the vehicle was out of control and it went off the road on the West side and down the embankment, turning over several times.

ACTION TAKEN

First aid was adminstered by writer, Dr. McLean of Reedsport and the Reedsport Ambulance Operators. Brakes not checked on # 1 due to its condition. # 1 removed and stored by R & L Wrecker Service of Reedsport by request of registered owners father Mr. Brown of Reedsport.

No Criminal Action Contemplated by writer.

See Attached Diagram.

Indicate before name:
(I)—Injured
(K)—Killed

Attach Diagram

Roger G. Marone

OFFICER

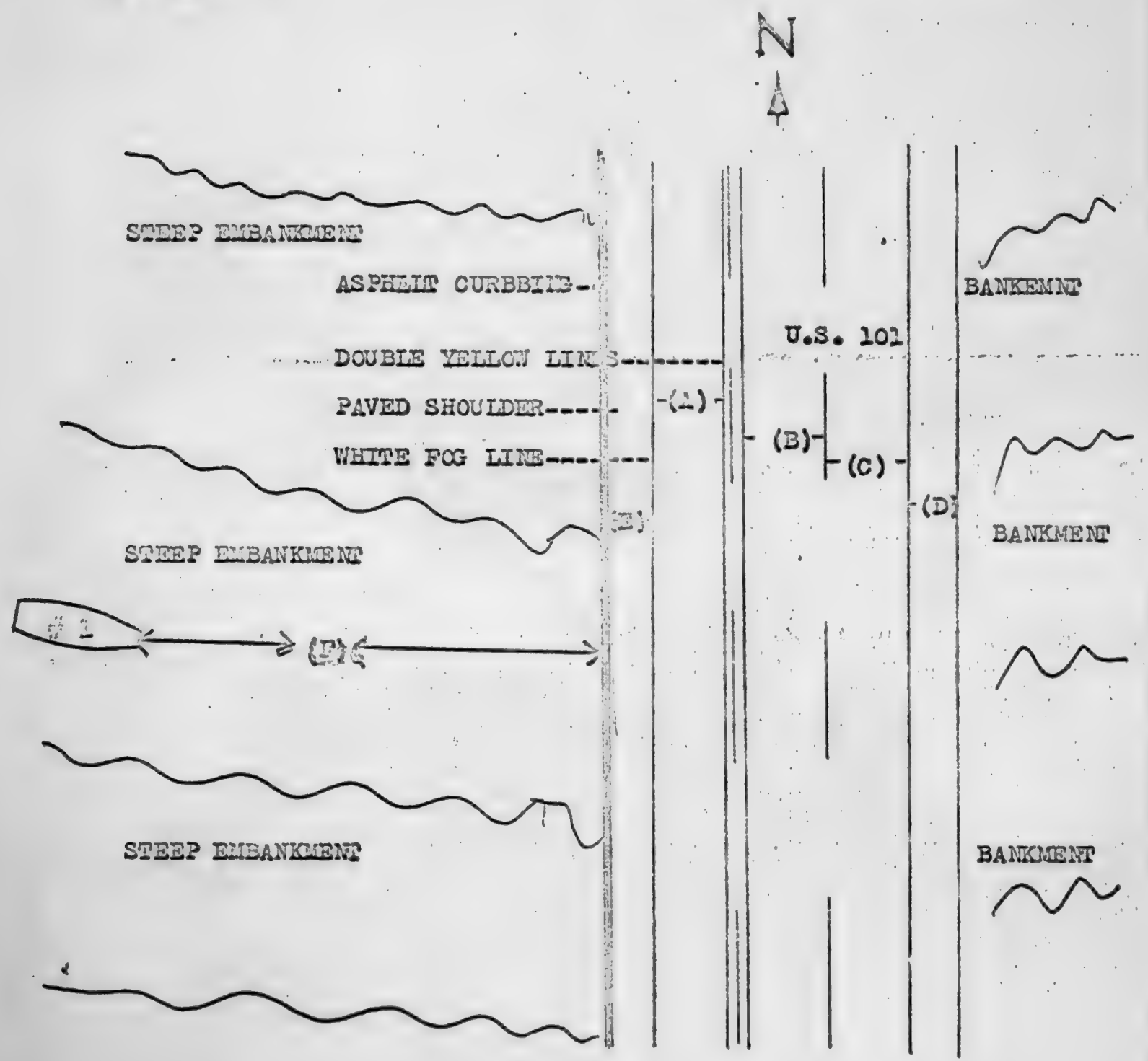
296-33, Roger G. Marone, Pfc.

(Fatal)
One Vehicle Accident on U.S. 101, M.P. 208, 3 miles North of Reedsport in Douglas County at 11:00 A.M. on February 9, 1967.

Operator # 1: PAUL, Roger Allen, Hwy. 101 N., Gardiner, Oregon.

(A) - 11'- 3"
(B) - 13'- 1"
(C) - 11'- 7"
(D) - 8'- 0"
(E) - 8'- 5"
(F) - 150'- 0"

NOT TO SCALE



to some 60 retail merchants in downtown Klamath Falls urging their support in implementing the proposed traffic circulation plan in the central business district.

The letters, signed by Lloyd Wilson, president of the Klamath Falls Merchants Association, and Bob Beach, chairman of the downtown committee, are titled, "The Customer is King."

Wilson and Beach outline as the objective "to prevent a one-way couplet from being instigated by the State of Oregon on Main Street and Klamath Avenue, which would slash our business district in two pieces."

The plan now under consideration, which has been approved by the State Highway Department, calls instead for one-way couplets on Pine and Klamath, South Fifth and South Sixth streets. This would leave Main Street open to two-way traffic from about Fourth to 12th streets, terminating in a cul de sac at 12th Street.

District Proposed

Formation of a local assessment district has been proposed to finance the city's share of the estimated $1.2 million project, about $300,000. This proposal will be aired at a Klamath Falls City Council meeting scheduled for March 20 at the Winema Motor Hotel.

Beach said the reasons for the local plan one-way on Pine and Klamath rather than on Main and Klamath are threefold: To allow a flow of traffic rapid route around the central shopping center; to give retail service customers a [illegible] gested p[illegible]o within the CBD for their [illegible]ping convenience; and to create a shopping center atmosphere and "update our image."

Following presentation to city officials of a petition signed by a group of property owners between 11th and 12th streets on Main Street, supporting the basic plan but objecting to the proposed cul-de-sac, the merchants' association board of directors reiterated their support.

They restated their "positive stand to back the City of Klamath Falls in expediting the first phase of the over-all plan for improvement of the core area," and urged members' cooperation with landlords to "enjoin them to give their immediate and effective support" to the plan, which "will increase retail sales and property values in the core area."

Association officials noted in their letter to members that merchants will be asked to sign petitions endorsing the project.

"If action is not taken to encourage our landlords, we will enjoy the state plan, not ours," Beach and Wilson said.

Central Point Times 2/9

Lights At Interchange Due Soon

This week should see the illumination of the Central Point main interchange on U. S. No. 5 with Pine Street and Head Road.

This will culminate a long fight by the city to obtain this much needed improvement. It was one of the few unlit interchanges along the super highway for a town the size of Central Point. The city will pay the light bill.

Pioneer Roads Need Preserving

It is gratifying that the he[illegible] Louis J. Hill estate and Santiam L[illegible]er Co. have expressed willingness to cooperate with the Willamette National Forest service in preserving timber that lines the old Santiam wagon road, which was traversed by pioneers traveling between the Willamette valley and Central Oregon.

The Timber Service Co., which administered the Hill timber interests, has been quoted as stating that its logging plans, which had contemplated cutting of trees bordering on a portion of the Sand Mountain section of the Santiam road, extending eastward from Fish Lake, but plans to exchange other timberlands with the Santiam Lumber Co., which had contracted for acquisition of the roadside timber, to compensate the lumber company for preserving the strip of timber on either side of the old road.

According to David Gibney, Willamette National Forest supervisor, it is the plan of his administraiton to preserve as far as possible historical features of the forest, and the old wagon road is one of these. He said it is planned to protect the roadside for commercial logging as far eastward as the old Cache Creek toll station, on the east side of the Cascade summit, in which the Deschutes National forest will play a part, since the toll gate site is in the Deschutes forest.

Supervisor Gibney has plans for establishment of a historical center at Fish Lake, where there stood at one time a general merchandise store and a small hotel or inn for accommodation of travelers.

From Sand Mountain the Santiam Wagon road proceeds eastward past Big Lake and over the Santiam Pass, approximately paralleling U.S. Highway 20, which traverses Hogg Pass, about three miles to the north of Santiam Pass.

The old road can still be traveled from Big Lake to Sisters.

There is another portion of this road which conceivably may command public interest. It is the Seven Mile Hill section, extending from Upper Soda to the Tombstone Prairie summit, where it practically joins the new road, Highway 20.

This Seven Mile hill road would be rough on modern long and low chassis but the pioneers' wagons were able to take it, though some of them had to drag trees downhill to save wear and tear on brakes. A saddle horse, however, wouldn't be bothered much, going either up on down. And single horses could find room to pass each other, whereas wagons, and cars, too, had to back up to one or the other of the wide spots that spotted the route to allow passage of an oncoming vehicle, unless the vehicles happened to meet at one of these double lanes.

This section of road is no longer maintained and anyone using it would probably have to stop now and then to remove a tree or fallen snag, though a pedestrian, of course, could climb over.

This brings us to what we had in mind.

It is rather certain now, though unfortunately so, that Cascadia State Park is doomed to inundation. U.S. Army Engineers maintain there is no place on the south fork of the South Santiam river above Foster where a dam can be built save at a point just below Cascadia.

This means there will be no state park above Foster. There is a possibility, however, that a new state park comparable to Cascadia might be established at Upper Soda, near the present day Mountain House.

This area has never been fully developed. In the horse and buggy days it was a stopping place for travelers who would overnight or make noon camp there because of the availability of good water. And then the Upper Soda springs produce a mineral water which had the reputation of being superior to that at Cascadia.

Should a state park be established there, the Seven Mile Hill road would undoubtedly become popular with horseman and hikers, as would the several trails that converge at the springs.

During the early nineteen hundreds, the Sheep and Seven Mile Creek canyons were ravaged by forest fires, but nature has healed the scars and second growth timber has attained good size. So the terrain is scenic again and would undoubtedly attract throngs of sojourners if camping facilities such as those now offered by Cascadia park were made available.

Anyway we hope the Oregon State Highway department gives Upper Soda the once over before deeding that Eastern Linn county doesn't need a state park any more. We're sure the Forest Service would cooperate - we

The World, Coos Bay ---------- 2/14

'Hill' Guardrail Long Overdue

THE ACCIDENT late last Thursday which sent a car hurtling down the steep embankment from the freeway sweep of Highway 101 at milepost 208 to the brambles against the fence of the International Paper Company plant at Gardiner, should be the one which spells out the answer. Once before, tragedy careened over the curb and down that embankment, causing severe injury to at least two mill workers and a life of hopeless invalidism to a third. Still a third vehicle left the roadbed recently, with fortunately minor injury.

Thursday's accident compounded tragedy for the Burger family, already laden with more than their rightful quota. The relatively young mother of teenaged children was killed. The family had, within the year, sustained the loss of the father on the dragboat, Hero, lost at sea and never heard from.

These human elements in the engineering issue lend, perhaps, the justification of emotion to the now patent need: some engineering device for warning, or for protecting is needed at that point. The time is past for asking: "Why do cars go out of control here?" The time has come for that deflecting guardrail and visual warning before death, terror and bloodshed take greater toll. — Dawn Peseau.

East Oregonian, Pendleton ---------- 2/16

Route ridiculed by Heplin, Rees

HERMISTON — "The big program at the Civic Recreation Center, said "we're going loop route for 82-N through the to get the road we want (Umatilla bridge route) or we are Tri - Cities in Washington is worthless for security reasons; not going to have any. We are is 50 miles farther to Seattle doing everything we can for from the Umatilla Army Depot, and the present situation route two (the Umatilla bridge is ridiculous," declared Col. crossing)."

Herman P. Heplin Monday Rees said the Tri - Cities night in Hermiston when he loop would take 1,000 acres of spoke on the proposed changes valuable Umatilla County land in the 82-N highway route. north of Pendleton after enter-

Col. Heplin is commanding ing the state and connecting officer of UAD, and is actively participating in opposing the with 80-N.

route change from the Bureau The two men appeared on of Public Roads approved the program at the annual route crossing the Umatilla meeting of the Space Age Inbridge to the "big loop" dustrial Park Development Asthrough the Tri - Cities that sociation in Hermiston. Col. would connect 82-N with 80-N Heplin also spoke on the role in the vicinity of Pendleton in- of the Umatilla Army Depot in stead of near the Stanfield the county's economy and the Junction. Vietnam effort.

A public hearing on the pro- Col. Heplin said the Departposed route change was held ment of Defense has endorsed in Kennewick Wednesday, and the Umatilla crossing, and expects to stay with the recomanother hearing is slated in mendation. He said the DepartPendleton Feb. 23. ment of Defense may not ma-

County Commissioner Ray the final decision, but they Rees, appearing on the same not change their position.

312-1711 Mt. Vernon (Ingle Crk. Rd.) 1967
Sec. (Grad. & Oiling)
#7026

(W. 3250

OCT 1967

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 93779

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-9-68	CC 1100		

City of Mt. Vernon
City Hall
Mt. Vernon, Oregon 97865

RECEIVED
JAN 9 1968
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mrs. Dolores DeSonna, City Recorder			
Final Billing: Special City Allotment Project on Ingle Creek Road, Contract #7016. Covered by agreement dated February 1, 1967.			
City's Advance Deposit			1,690.00
As per attached statement:			
Final Cost		23,959.70	
Agreed State Share		23,959.70	
Agreed City Share			--
To be refunded			1,690.00

ACCEPTED
NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

SCA

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

Date January 8, 1968

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1967

Contract # 7026 Prefix 312-1711 Survey Prefix 312-1488

Street Ingle Creek Road

City Mt. Vernon

Payments to Contractor..(See attached voucher.)	$21,585.50
Engineering and Contingencies.....	2,374.20
Survey... Total: $ 1,448.55 City's Pro-rata Share.....	—
TOTAL.....	$23,959.70
Agreed State Share	23,959.70
Agreed City Share	$ —
City Advance Deposit	$ 1,690.00
REFUND DUE CITY	$ 1,690.00

Reference: Outside Billing co-1100

RU:mm

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY	CONTRACT NO.	ESTIMATE NO.
GRANT	7026	3

HIGHWAY	FEDERAL AID PROJECT NO.
CITY STREET	

SECTION
MT VERNON /INGLE CR RD/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	CLEARING AND GRUBBING		LUMP SUM	1,837.5000	1.00
002	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.0000	2,022.80
003	FINISHING ROADBED AND	SLOPES	LUMP SUM	150.0000	1.00
004	WATERING		M GALS	3.0000	114.80
005	STONE BASE		CU YDS	2.7500	4,018.00
006	3/4IN-0 MATERIAL IN BASE		CU YDS	2.7500	705.00
007	AGGREGATES IN ASPHALT	MACADAM	CU YDS	6.5000	330.00
008	120-150 ASPHALT IN	ASPHLAT MACADAM	TONS	80.0000	19.95
	ASPHALT IN SEAL COAT		TONS	80.0000	5.50
	FORCE ACCOUNT ITEMS				
801 F	FLAGGING				

DATE 10/20/67 7026	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO. 8629	% RETAINED ON CONTRACT ITEMS
CHECKED BY: CP/md	FORCE ACCOUNT
ENGINEER OR AUDITOR M. M. Stump	TOTAL PAYMENTS

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
7026	3 F	312-1711-204 (41) 1,176.00 Dr.
FEDERAL AID PROJECT NO.		

RO/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
P SUM	1,837.5000	1.000	1,837.50	1,837.50	
YDS	1.0000	2,022.800	2,022.80	2,022.80	
SUM	150.0000	1.000	150.00	150.00	
LS	3.0000	114.800	344.40	344.40	
YDS	2.7500	4,018.000	11,049.50	11,049.50	
YDS	2.7500	705.000	1,938.75	1,938.75	
YDS	6.5000	330.000	2,145.00	2,145.00	
S	80.0000	19.950	1,596.00	1,596.00	
S	80.0000	5.500	440.00	440.00	
			61.55	61.55	

TOTAL CONTRACT ITEMS	21,523.95	21,523.95	
% RETAINED ON CONTRACT ITEMS		1,176.00	1,176.00
FORCE ACCOUNT	61.55	61.55	
TOTAL PAYMENTS	21,585.50	20,409.50	1,176.00

RECEIVED
NOV 3 - 1967
FOR FILING

312-1711

-7026

November 2, 1967

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7026 awarded to Steelman-Duff, Inc., for grading and oiling Ingle Creek Road in the city of Mt. Vernon in Grant County was completed on August 19, 1967, and accepted by the Highway Commission on November 1, 1967.

Final payment in the amount of $1,176 will be released to the contractor after November 9, 1967. The total contract amount is $21,585.50 including $61.55 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc Steelman-Duff, Inc.
1411 N. E. Columbia Boulevard
Portland, Oregon 97211

Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121
L. H. Young
C. H. Maison
Attn: John Herr

[illegible]
NOV 2 - 1967
FORM
312-1711
7026

November 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 19, 1967 on Contract No. 7026. The contract was with Steelman-Duff, Inc., and was for the grading and oiling of Ingle Creek Road in the city of Mt. Vernon in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 1, 1967 and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

312-1711

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Mt. Vernon(Ingle Cr. Rd.)		WEEK ENDING: September 8, 1967
		SECTION PREFIX: 312-1711
HIGHWAY: City Street		COUNTY: Grant
NAME OF JOB: Mt. Vernon (Ingle Cr. Rd.)	KIND OF WORK: Grading and Oiling	
CONTRACTOR: Steelman - Duff, Inc.	CONTRACT NUMBER: 7026	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: July 11, 1967	ESTIMATED COMPLETION DATE: August 19, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 36
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 60
PROJECT AUTHORIZATION: $ 26,516.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 24,630.65	ENGINEERING AUTHORIZATION $ 1,885.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,585.50	ENGINEERING COST TO DATE $ 2,410.69	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 13 %	PERCENT OF AUTHORIZATION + 27.8%	DATE PROJECT WAS COMPLETED: August 19, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.41	0.41		0.41	
MILES PARTIALLY COMPLETED	0.41	0.41		0.41	
MILES COMPLETED	0.41	0.41		0.41	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2750	5230		280cy 27 ton	
TOTAL QUANTITIES CORRECTED TO DATE	2000	4700		330cy 26 ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2000	4700		330cy 26 ton	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Ptly. Cloudy			
MONDAY	Ptly. Cloudy			
TUESDAY	Ptly. Cloudy			
WEDNESDAY	Ptly. Cloudy			
THURSDAY	Ptly. Cloudy			
FRIDAY	Ptly. Cloudy			
SATURDAY	Ptly. Cloudy			

Routing

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR ..IE WEEK	
SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

Semi-final estimate mailed to Division Office 9/8/67.

FINAL REPORT.

SIGNED _____ LOCATION John Day

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

SCA
Mt Vernon

FORM L-20X —50M —2-66 SP*29500.754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1967

NOTED
F. D. MOR

SUBJECT: Completion of Contract

To: Mr. F. D. Morgan
Construction Engineer

B U I L D I N G

10-3-67
MET with Council
Said that my preferred
was not entirely
AS IT WAS
po
Cool

J.D. Morgan

This is to advise you that work was completed on August 19, 1967, on Contract No. 7026, Mt. Vernon (Ingle Creek Rd.) Section, in Grant County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:_____

Conditions noted on above date:

NOTED
HAROLD
REYNOLDSON

Construction Engineer

cc: R. Alvick
O. A. White
H. S. Cox

RECEIVED
AUG 28 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
JON HARWELL

RECEIVED
JUN 29 1967

312 1211
7126

June 28, 1967

Steelman-Duff, Inc.
1411 N. E. Columbia Blvd.
Portland, Oregon 97211

Gentlemen:

The State Highway Commission today accepted your proposal for grading and oiling on Ingle Creek Road in the City of Mt. Vernon in Grant County for the sum of $23,320.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Mt. Vernon is received and the sum of $1,690 is deposited by the City.

Later in the day clearance was received and the State Highway Engineer awarded you the project, which has been assigned Contract No. 7026.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

NOTED
H. S. COX

Salem, Oregon
June 26, 1967

Mr. C. H. Unicom
Controller

BUILDING

Attention: Mr. John Kerr

1967 Special City Allotment Project
Ingle Creek Road
City of Mt. Vernon

Advance Deposit

The City of Mt. Vernon's check in the amount of $1,690 has been received and is the correct amount to cover the City's portion of subject project as per agreement between City and State. This project is now clear for award.

Richard Unrein, Field Engineer
County and City Division
By R. U.

RUrmm

cc: L. H. Young
F. D. Morgan

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Fred W. Hill, Member
Helix

H. S. COX

June 22, 1967

Mrs. Dolores De Souza
City Recorder
City Hall
Mt. Vernon, Oregon 97865

Dear Mrs. De Souza:

On June 22, 1967, the State Highway Commission opened bids on the 1967 Special City Allotment project on Ingle Creek Road in Mt. Vernon. The apparent low bid was submitted by Steelman-Duff, Inc., of Portland and the anticipated cost based on the bid is as follows:

Contractor's bid	$23,520.00
Anticipated additional items	50.00
Total.....	$23,570.00
Engineering & contingencies (12-1/2%)	2,946.25
Total.....	$26,516.25
Estimated City share of preliminary eng'ring.	171.55
TOTAL ANTICIPATED COST.....	$26,687.80

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check or warrant to this office in the amount of $1,690 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mm

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
H. S. COX

May 2, 1967

Mrs. Delores De Souza
City Recorder
City Hall
Mt. Vernon, Oregon 97865

Dear Mrs. De Souza:

The present estimate of cost for your 1967 Special City Allotment project on Ingle Creek Road is $26,400. Please keep this figure confidential.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

5-2 67

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Division

SUBJECT: 1967 Special City Allotment Project
Ingle Creek Road
City of Mt. Vernon

Gentlemen:

We hereby certify, that to the best of our knowledge and beliefs, all rights-of-way or rights of entry for the above named project have been secured.

Dated at Mt. Vernon, Oregon, this 2nd day of May, 1967.

MT. VERNON CITY COUNCIL

By Hale Lemons
Mayor

By Dolores Mendoza
City Recorder

copies To: A.F. Parson
E.F. Saving
F.D. Morgan

RECEIVED
MAY 5 - 1967
ENGINEER
CITY DIVISION

NOTED
RICHARD UNREIN

Fred W. Hill
Helix

April 28, 1967

Mrs. Dolores DeSouza
City Recorder
City Hall
Mt. Vernon, Oregon 97865

Dear Mrs. DeSouza:

Enclosed is an original option form in triplicate covering an easement to be acquired in connection with the 1967 Special City Allotment project on Ingle Creek Road in Mt. Vernon.

This option is for your use in acquiring the slope easement. When you have secured the easement, please execute one of the two enclosed right-of-way clearance certificates and forward it to this office. This project is presently scheduled for our June 15, 1967 bid opening. In order to meet this date, this office will have to be in receipt of the right-of-way certificate no later than May 11, 1967.

Also enclosed are two prints of Map No. IR-4-266 covering this area.

We are also enclosing two preliminary plans for this project. Please review, and if you approve, return one print with your approval noted thereon.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RUimm
Encl.

bc: A. F. Parson
E. F. Saling
F. D. Morgan

NOTED
DON HARWELL

FORM E-30 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 28, 1967

RECEIVED
MAY 1 - 1967
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: File No. 41452-A-Option
Ingle Creek Rd. Section
City Street — Mt Vernon
Grant County

To: Mr. H. S. Cox
County-City Relations Engr.
B U I L D I N G

Attached you will find one original option form in quadruplet covering an easement to be acquired in connection with Ingle Creek (City Street) in the City of Mt. Vernon, Grant County.

Enclosed for your information are copies of the Authorization list and Mr. Barbee's letter of April 21, 1967.

We are attaching three prints of map No. 1R-4-286 covering this area and bearing our date of April 25, 1967.

File No.	Name	Area
41452-A	Earl Shields, et ux	0.25 Acre

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

MS:jm
encs. 1 Option-3 Prints
Auth. list-copy Ltr.

cc: A. F. Parson-1 Print
H. W. Snell-1 Print

NOTED
DON HARWELL

Cox

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1967

SUBJECT:

To:
Mr. D. H. Moehring
Right of Way Engineer
Office

Ingle Creek Road Section
City Street
Grant County

Attached is a description and an authorization for the subject project which is scheduled for June 15, 1967.

Also attached is a description of a slope easement over and across a strip of land 20 feet wide which should be granted by the State to the City for road purposes. Please see copy of H. S. Coulter's letter dated April 11, 1967 attached regarding this conveyance.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction
Engineer

RRR:hc

Attachment

NOTED
JOHN R. OAKES

Form E-383 (Rev.)—6M—1-64

Oregon State Highway Department
CONSTRUCTION DIVISION

Sheet No. 1 of 1

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway Ingle Creek Road (City Street) County Grant

Unit ..... Survey Approved .....

Section Mt. Vernon Sta. 16+50 Sta. 22+10

R/W Map No. 18-4-286

Cost Distribution .....

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
41452	Earl Shields & Violet Shields				X			X			Slopes					

Submitted ..... Floyd O. Scott Date ..... APR 21 1967
R/W Description Engineer

Approved ..... Date .....
Assistant Construction Engineer

Approved ..... Date .....
R/W Engineer

File No. 41452-A

REAL ESTATE OPTION

Grantor Earl and Violet Shields Mail Address

Agent

Section Mt. Vernon County Road Ingle Creek Road (City Street)

Purpose Easement Desc. Checked by HRS 4-21-67 1R-4-286

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of

City of Mt. Vernon **County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:**

A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in the SE¼NW¼ of Section 28, Township 13, South, Range 30 East, W. M., Grant County, Oregon, and being a portion of that property described in that deed to Earl Shields and Violet Shields, recorded in Book 85, Page 304 of Grant County Record of Deeds; the said parcel being that portion of said property included in a strip of land 40 feet in width, lying on the Westerly side of the center line of Ingle Creek Road as said road has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 0+00, said station being 0.07 feet North and 3.85 feet East of the Northeast corner of the NW¼ of said Section 28; thence South 1° 04' 30" East, 2220 feet to Engineer's center line Station 22+20 at which station the Southerly line of said strip of land lies at right angles to said center line.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.25 acre, more or less.

jb/mr

Regardless of statements herein to the contrary, this option is in the name of and for the City of Mt. Vernon. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

4-14-67

NOTED
RICHARD UNREIN

Report of Survey
Ingle Creek Road (Mt. Vernon)
City Street
Grant County

This is a city project for the construction of 0.40 miles of roadway, surfacing, and 0-11 oil mat on the above subject project.

Due to the residential buildup, fencing and etc. restricts the work on this road to the existing 40 foot right of way from Station 0+00 to 17+50. Alignment has been scewed slightly to meet the center of the existing bridges over Beech Creek and the John Day River. The grade shall match the existing grade with the exception of being more uniform. At the Southerly end, from about Station 17+50 to the bridge is to be raised to improve the bridge approach and will require an additional 20 foot of right of way or slope easement on either side of centerline.

The excavation involved in this project involves approximately 2501 cu. yds. of material, of which approximately 1700 cu. yds. will be used in the construction of road bed embankment. Any excess material is to be placed in the waste area designated by the city, approximately 230 feet left of Station 16+50, in a manner not unsatisfactory to the engineer or city.

There is a state controlled source located approximately ¼ mile westerly from Station 21+88 which at this time is occuppied by a contractor which has a construction project in the area. There is also a commercial source in the John Day area.

The wearing surface of the roadway is to be an 0-11 oil mat on 2-11 foot travelways, with 4 foot gravel shoulders.

The excavated portion of the roadway shall be vertical with the finished roadbed shoulders. A 1 foot deep, 1 foot bottom with 2:1 inside slope (as shown on the typical section) shall be constructed at each shoulder line, to act as a "french drain".

NOTED
RICHARD UNREIN

It shall be the city's obligation to obtain the necessary right of way or slope easement. No problems are anticipated in this purchase.

The contractor shall be responsible for the protection of water lines in the area. These are located approximately 1 foot outside of the existing oiled portion of the roadway at a depth of approximately 30 inches.

3 power poles and 3 telephone poles will have to be moved and/or adjusted.

M. M. Stump, Resident Engineer

By

F. F. Hildebrandt

FFH:llm

NOTED
RICHARD UNREIN

ESTIMATE OF COST

Ingle Creek Rd. (Mt. Vernon)
City Strcet
Grant County

	ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1.	Clearing	All Spec	100 %		150
2.	Excavation	Cu. Yd.	2750	.75	2062.50
3.	Finishing Roadbed and Slopes	All Spec	100%		250
4.	Watering	M-Gal	140	3.00	420
5.	Bottom Course Base	Ton	6900	2.00	13,800
6.	¾"-o Material in Leveling Course	Ton	1200	2.25	2,700
7.	120-150 Asphalt	Ton	21	55.00	1,155
8.	Emulsified Asphalt	Ton	6	60.00	360
9.	Aggr in 0-11	Cu. Yd.	280	5.50	1,540
	Sub Total				22,437.50
	20% Eng. and Coating.				4,512.50
	Flagging, State's Share				50
	Total Cost				$27,000.00

Commissioners
J. Pat Metke, Bend
Chairman
Wayne P. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

312-1111
1026

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

February 21, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of January 12, 1967, which enclosed the prospectuses for location surveys for:

1. West Main Street Bridge Section, West Main Street, Pilot Rock, Umatilla County.

2. Ingle Creek Road Section, City of Mt. Vernon, Grant County.

These projects have been reviewed by our field personnel and their reports indicate that no damage to the fishery resource should result from this construction.

The projects are approved and the opportunity to offer comments is appreciated.

Very truly yours,

NOTED
F. B. KLABOE

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC
2-23-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
A. F. Parson (4)
fp

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Post
Morelock
Trout
Scott
Will
Litchfield
Olson
RECEIVED
FEB 23 1967
CONSTRUCTION
DIVISION

RECEIVED
FEB 3 - 1967
FILING
312-1711
7026

MISC. CONTRACTS and
AGREEMENTS No. 3250

February 2, 1967

City of Mt. Vernon
City Hall
Mt. Vernon, Oregon

Gentlemen:

We are enclosing for your files a fully executed copy of a special street fund agreement with the City of Mt. Vernon in Grant County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
JAN 20 1967

312-1711
7026

1-16-67

Prefix No. 312-1488

ADDENDUM "A" TO LOCATION PROSPECTUS
INGLE CREEK ROAD SECTION
CITY OF MT. VERNON
GRANT COUNTY

The following addendum is submitted to correct the location prospectus on the Ingle Creek Road Section, a street in the city of Mt. Vernon.

PARAGRAPH 1: Correct as per original prospectus.

PARAGRAPH 2: In the second sentence delete "John Day Highway" and substitute "John Day River."

PARAGRAPH 3 THROUGH 8: Correct as per original prospectus.

January 16, 1967
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JAN 1 0 1967
OFFICE OF
STATE HIGHWAY ENGINEER

MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID H. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 12, 1967

FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
Engineering
Water Res.
Info-Ed.
Surname

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed are the following prospectuses for location survey proposed by the Oregon State Highway Department:

West Main Street Bridge Section, West Main Street, Pilot Rock, Umatilla County

Ingle Creek Road Section, City of Mt. Vernon, Grant County.

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

By

F. D. Morgan
Construction Engineer

Dear Mr. Morgan,

Fish passage must be maintained at the bridge crossings on the above two projects. Standard precautions for protection of fish would be observed.

Burt Cranmore
Hydraulic Engr.

:bgc

RECEIVED
JAN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

1-11-67

Prefix No. 312-1488

LOCATION PROSPECTUS
INGLE CREEK ROAD SECTION
CITY OF MT. VERNON
GRANT COUNTY

HIGHWAY: Ingle Creek Road, city of Mt. Vernon. Not on Federal-aid or State system.

TERMINI: The northerly terminus is at the intersection of Ingle Creek Road and the John Day Highway. The southerly terminus is at the John Day Highway.

LENGTH: The total length of the project is 0.40 mile.

PROGRAM: 1967 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and oiling on existing alignment. No reconnaissance is necessary. The survey need not be tied to the Lambert Grid System. Drainage studies will be made and any problems resolved. Soils investigations will be conducted.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot crushed rock shoulders.

BASE DESIGN: The tentative base design for construction is:

Paving	1-1/4"	0-11
Top Course Base	2 "	Leveling
Bottom Course Base	13 "	Coarse Crushed
Total Depth	16-1/4"	

MATERIAL SOURCES: Investigations for material sources will be made during the survey and tied to the project.

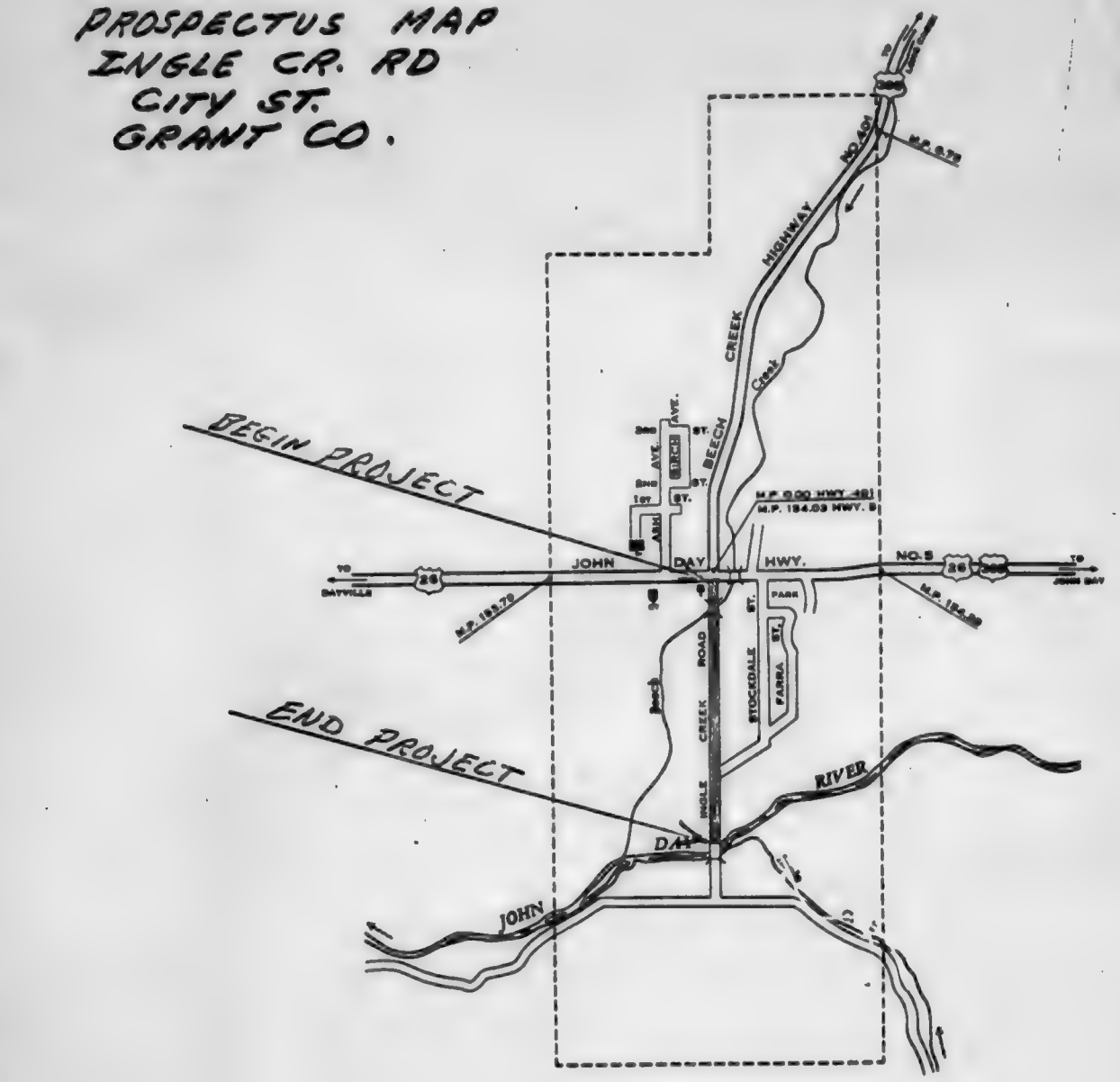
ADDITIONAL FACILITIES: No railroads. The City will adjust water mains, sewers, etc., if required.

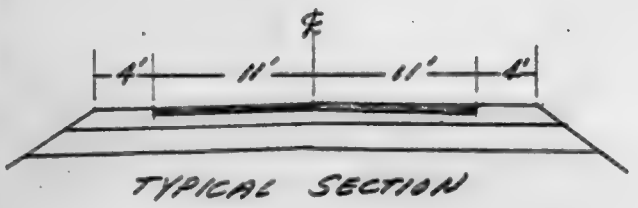
BRIDGE: Bridge over Beech Creek may need to be widened to conform to new width of roadway.

AGREEMENTS: Routine negotiations for Special City Allotment project.

January 11, 1967
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

PROSPECTUS MAP
INGLE CR. RD
CITY ST.
GRANT CO.





TYPICAL SECTION

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- Public Bldg.
- School
- cr – City Hall
- cr – Court House
- R. R. Depot
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

MT. VERNON

GRANT COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 502

Scale in Feet

November 1, 1960

Form E-30

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

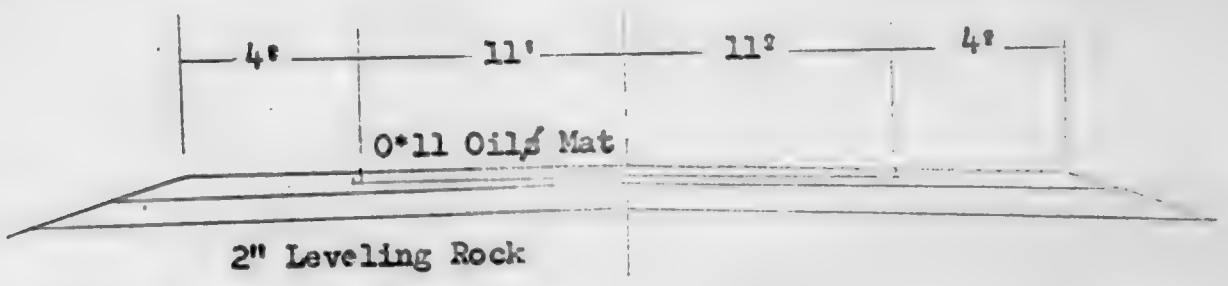
NOTED
RICHARD UNREIN

Section Ingle Creek Road (Mt Vernon) Date December 27, 1966

ghway City Street Authorization No. 1

County Grant Division 5 Survey Prefix 312-1488 ✓
(Assigned by Salem office)

Description of termini, route, length, etc.: Beginning at Ingle Creek Road and the John Day Hwy; thence southerly along said road to bridge over the John Day River, adistance of 0.40 miles.



Typical Section

Purpose of survey:
Prepare plans, specifications and esimate of cost for reconstruction of Ingle Creek Road

1967 CITY FUNDS

Estimate of cost:

Survey (90%)	0.40 miles at $ 5,000	$ 2,000
Geology and soils	(910)	500
Plans	(905)	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 3,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

To be assigned
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Ass't Construction Engineer

Approved:

Ass't State Highway Engineer

State Printing

NOTED
H. S. COX

October 27, 1966

Mrs. Dolores DeSouza
City Recorder
City Hall
Mt. Vernon, Oregon

Dear Mrs. DeSouza:

It is planned to submit your proposed project on Ingle Creek Road from the John Day Highway to the John Day River to the Highway Commission for consideration of construction under the Special City Act (ORS 366.805).

Upon a visual inspection of this project, it was thought that placement of a 3" leveling course and 3" of asphaltic concrete pavement would provide an adequate improvement at a estimated cost of $25,000. We have recently completed a soils investigation of this section and have found that the above construction would be subject to failure and frost heave due to detrimental materials in the subgrade. Based upon the soils investigation and limited city funds we have prepared an estimate for providing an adequate improvement at a low cost.

The preliminary estimate for providing 22' of 0-11 oil mat surfacing with 4' shoulders on this section is $31,000. This estimate is based upon 1½" 0-11 oil mat, 2" of 3/4"-0 level course, 13" course crushed base material, and lowering the existing grade approximately 8" before reconstruction so that the new grade would only be about 8" above the existing grade.

In these instances where a city is to participate in the total construction cost of a project, the Highway Commission will only give consideration to those cities which submit a letter stating that the city is willing and able to pay all costs in excess of $25,000.

Receipt of a letter, prior to November 7, 1966, stating Mt. Vernon's ability to pay its estimated share ($6,000) of the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

NOTED
DON HARWELL

NOTED
H. S. COX

October 27, 1966

Mrs. Delores DeSousa
City Recorder
City Hall
Mt. Vernon, Oregon

Dear Mrs. DeSousa:

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Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

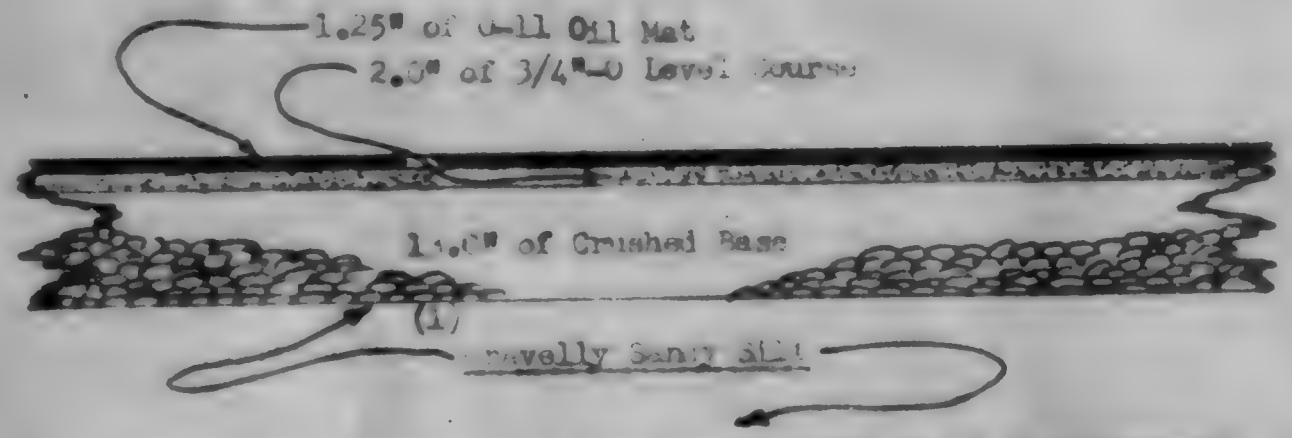
Section Eagle Creek Road Highway City of Mt. Vernon County Grant Prefix

Res. Engr. _____ Approx. Length 0.4 Miles. Sta. _____ to Sta. _____ Date 10-26-56

Truck A.D.T. 18 Traffic Coefficient 6.6 18 kip s.a. per day 1.7

Annual Precipitation 14"+ (John Day) Frost Penetration 30"+

(1)
Typical Soil
- LL
- PI
- %P 10
- 49 %P200
- 21 %Gravel
- [redacted] %C Sand
- 2[redacted] %F Sand
- [redacted] %Silt
- [redacted] %Clay
- [redacted] "R" Value
- [redacted]



	CBE Total Req.	Grant	Actual Thick.	
		1.5	1.[illegible]	C-1
		2.0	2.0	Level
		13.[illegible]	13.0	Cr. Base
	16.5	16.5	16.[illegible]	

AASHO CLASSIFICATION:
A-4 (3)

MATERIAL SOURCES:
To be determined by the Engineer.

Should substitutions be made use the "CBE Total Requirement" column to obtain total thickness necessary and table below for assumed values:

1.0"	Asphaltic Concrete	= 2.0"	Crushed Base
1.0"	Oil Mat	= 1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specs.) (plus Supplementals)	= 0.8"	Crushed Base

NOTED F. E. ELLIOTT

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County-City (2)

Submitted by E. G. Hoyt
Staff Assistant

Recommended by O. O. White
Engineer of Materials

Recommended by L. L. Parker
Construction Engineer

Approved by B. K. Klohe
Asst. State Highway Engineer

SECTION: [illegible] Truck Road

HIGHWAY: City of Mt. Vernon

COUNTY: Grant

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1965 400 - Pd. N. to S (Total)

B. Future ADT 1985 600 (Total)

C. Mean ADT 500 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 7 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .02 x (C) 500 = 18

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 18 x (H) 100 % = 18

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 6.6

SECTION: Ingle Creek Road

HIGHWAY: City of Mt. Vernon

COUNTY: Grant

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to [illegible]
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or P.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers an All Mat
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See Items 6 & 12
This project is in an isolated part of the State with no P.C.C. pavement in the immediate area.

MEMO TO FILES
September 26, 1966

On September 21, 1966 , the undersigned met at an evening meeting with Mayor Norman DeSouza of Mt. Vernon and several City Councilmen regarding three separate highway matters.

1. Fall Creek-Mt. Vernon Section of the Pendleton-John Day Highway: Delivered two sets of preliminary plans to City and advised City that construction agreement between City and State will be prepared basically to cover any grade changes and utility adjustments.

2. City requested cooperative project on John Day Highway to alleviate drainage problems: Presented field plan for improvement and field estimate of total cost ($26,000). Stressed the fact that total cost could very easily vary due to location of Mt. Vernon, but that cost would most likely remain in the $26,000 to $30,000 range. City officials present seemed very pleased with plan and thought they had funds to participate on a 75%-25% basis. I told them that sidewalks were not normally considered as part of the 75%-25% participation, as they are usually a 100% City item. This factor they said would stretch their resources to the limit, leaving little or no funds for street maintenance. They said they would review project with full council and make official request for cooperative project. They are aware that project would need Highway Commission approval and be subject to availability of Highway funds.

3. Special City Allotment Project: Apprised City that requested project on Ingle Creek Road seemed to have considerable merit, but its approval would in some extent be governed by its being tied into other like construction, one possibility being the proposed cooperative project on the John Day Highway. There is also the possibility of tying the

cooperative project and Special City Allotment project to the Fall Creek-Mt. Vernon project or the Dayville project if these contractors are still in their rock production stages. Asphaltic concrete pavement would be preferable for these two projects so it would be most desirable to tie them to the Dayville project, although they could be modified to an oil mat to conform with the Fall Creek-Mt. Vernon project.

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

cc: F. B. Klaboe
F. D. Morgan
A. F. Parson

SEP 26 1966
STATE HIGHWAY

S.C.A. INVESTIGATION DATA

City of [illegible] Date [illegible], 19 66 Division IV
Street (s) [illegible]
No. previous projects 0
Last project — (year)
Total SCA Funds to date $ —

EXISTING

Surface now in place: A.C. — Oil X Gravel — Concrete —
Surface width: [illegible] feet, Shoulder-shoulder width: [illegible] feet
C-C width: — feet, Right-of-way width: [illegible] feet

Remarks: [illegible]

PROPOSED

Surfacing: A.C. — Oil O-11 Gravel — Concrete —
Pave width: 22 feet Shoulder width: 4 feet C-C width: — feet
Thickness of: ~~A.C.~~ 1½ +11 inches, Leveling 2" inches, Base 13 inches
Length: 2100 feet, 0.40 mile. Type curb: —

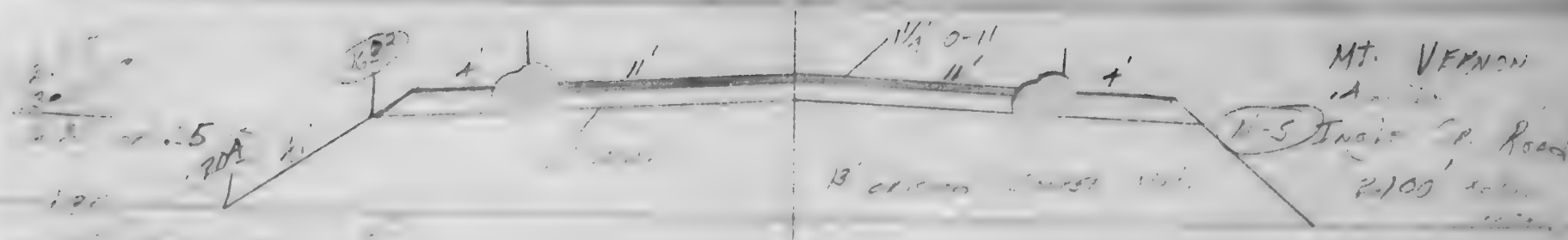
Remarks: Excavate approx. 0.5' deep and re-[illegible]

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ —
General Excavation	c.y.	[illegible]	1.25	[illegible]
Drainage Excavation	c.y.	—	—	—
Culvert Pipe	lin. ft.	—	—	—
13" Base Material (1-1/2-0)	c.y.	[illegible]	3.50	15,365.00
Level Material (3/4-0)	c.y.	[illegible]	4.00	[illegible]
120 -150 Asphalt	ton	[illegible]	60.00	[illegible]
RS-1 [illegible] Asphalt	ton	6	65.00	[illegible]
Manholes	ea.	—	—	—
Oiling [illegible] Aggregate	c.y.	280	6.50	1,820.00
Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	[illegible]	4.00	[illegible]
Extra for Approaches	ea.	—	—	—
Adjust. Inlets and M.H.'s	ea.	—	—	—
Other				

* Items include 10% allowance.

Total	$ [illegible]
Engineering & Contingencies (20%)	[illegible]
TOTAL	$ 30,468.00
City's Estimated Share of Survey	[illegible]
TOTAL ESTIMATED COST	$ [illegible]



Grub = $\frac{.4 \times 4 \times 2100 \times 1.1}{27}$ = 460 c.y.

12" Excv = $\frac{.66 \times .5 \times .100 \times 1.4}{27}$ = 4,390 c.y.

Excv = $\frac{(60^{\circ}) .12 \times 32 \times 21 \ldots 42}{27} + \frac{(45^{\circ}) .10 \times 8.5 \times 2100 \times 1.43}{27}$ = 700 c.y.

Water = .02 C x (5,090) = 140 M-Gal

O-11 $\frac{2100 \times 22'}{9}$ = 5,140 S.Y. 5140 × 1.1 (2) = 5,650 s.y.

120-130 Asph. $\frac{.95 \times 5,650}{2000}$ = 23 TON

AE-1 Emuls. Asph. = $\frac{.23 \times 5,650}{2000}$ = 6 TON

O-11 Aggregate .049 × 5,650 = 277 c.y.

Est Survey = $1,000

Est Oil Flare = $\frac{5,162}{30,165} \times \$1,000$ = $180

NOTED
RICHARD UNREIN SCA

PROJECT DATA, CITY OF Mt Vernon Date June 21, 1966

To be financed by Special City Allotment Fund and necessary city funds.

Street name Ingle St. (Locate project on attached map.)

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ENGINEER
COUNTY & CITY DIVISION

Project length 1 mile

DESIRED STREET SECTION:

Standard roadway; width of travel way: 17'-6" feet, width of shoulders: 1½ feet

Curbed section; width curb to curb: None feet

Remarks The st called Ingle, st the roadway width for st is 17'-6" but the shoulder varys from 1' to 6'

Surface now in place: Oil ✓ Paving ____ Gravel ____

Present surface width: 17'-6" feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 48 feet

Additional right-of-way required? Yes ____ No ✓

State to furnish right-of-way descriptions? Yes ____ No ✓

Give width of intersecting streets: 14 ft

Are intersecting streets curbed? Yes ____ No ✓

Remarks This 14 ft st is .03 of a mile long.

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No ✓

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes ____ No ____

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: There will not be any curbs for the entire length of the project.

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.) - - - - -

Are sidewalks now in place? Yes____ No✓

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No____

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _____feet

Remarks No sidewalks the entire lengths of street.

STORM SEWERS -

Now in place? Yes____ No✓

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes____ No✓ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: _____feet

Remarks_____

_____

_____

NOTED SCI
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes ___ No ___

If yes, how deep from present surface? _____ feet

Remarks No Water mains to remove

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No ✓

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks No driveways to construct.

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No ✓

Electric poles? Yes ___ No ✓

Which company? _____
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No ✓

Which company? _____

Railroad tracks? Yes ___ No ✓

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks _____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

NOTED
RICHARD UNREIN

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No ___

Driveways? Yes ___ No ___

Remarks _____

_____

_____

GENERAL INFORMATION:

Are city finances available? Yes ___ No ___

When available? Date _____

Has city established grade on street? Yes ___ No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

_____

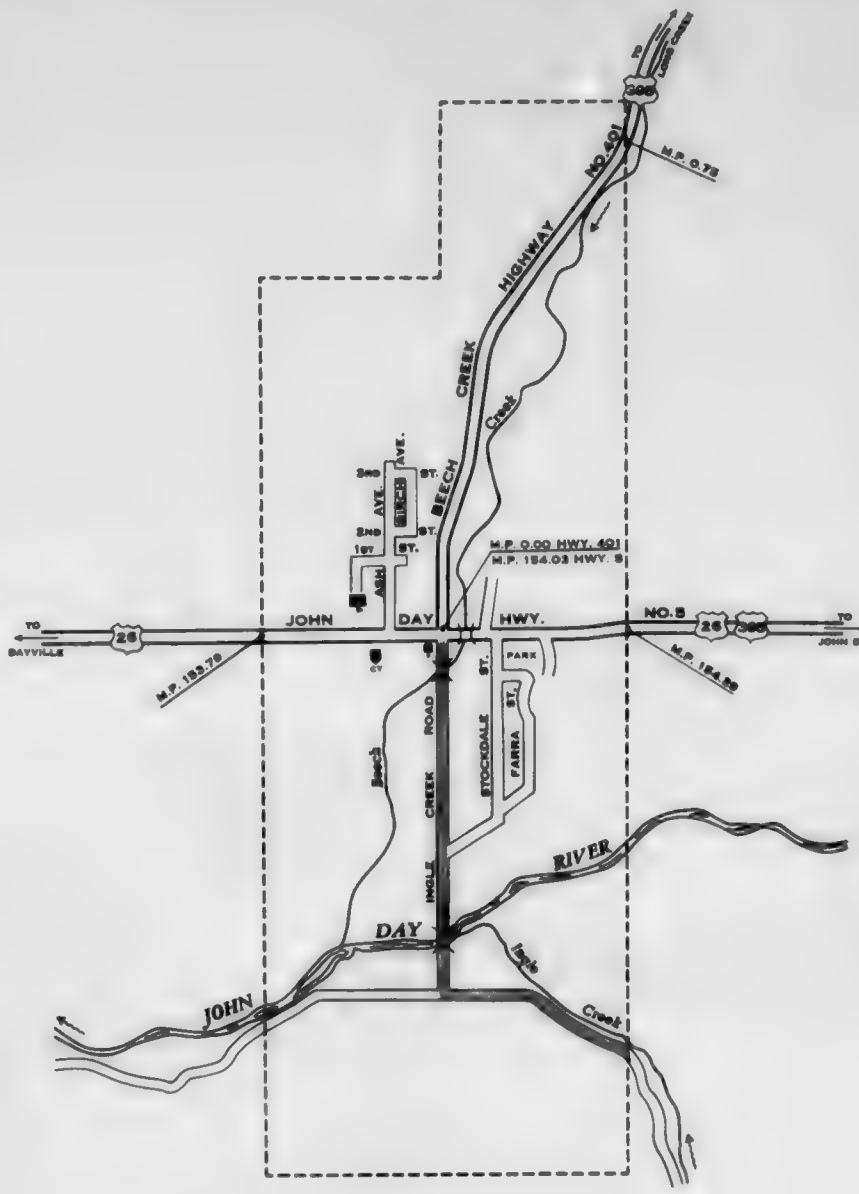
_____

General remarks: The street is asphault which was damaged during the Xmas flood of 1964 due to large trucks hauling rock for rip rap work along the John Day River & Beech Creek.

By Herman A. DeSoza
Mayor

By Helen A. DeSoza
City Recorder or ~~City Manager~~

By [illegible]
City Engineer



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CH – Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

MT. VERNON

GRANT COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN CONNECTION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 502

Scale in Feet

November 1, 1960

6-7-66

NOTED
RICHARD UNREIN

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Mt Vernon is an incorporated city of the State of Oregon and has a population of 440 as given by the latest official census; and

WHEREAS, the following streets of said city, Engle St. Engle road

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JUN 13 1966
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Mt Vernon does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Eileen Patterson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 7 day of June, 1966

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

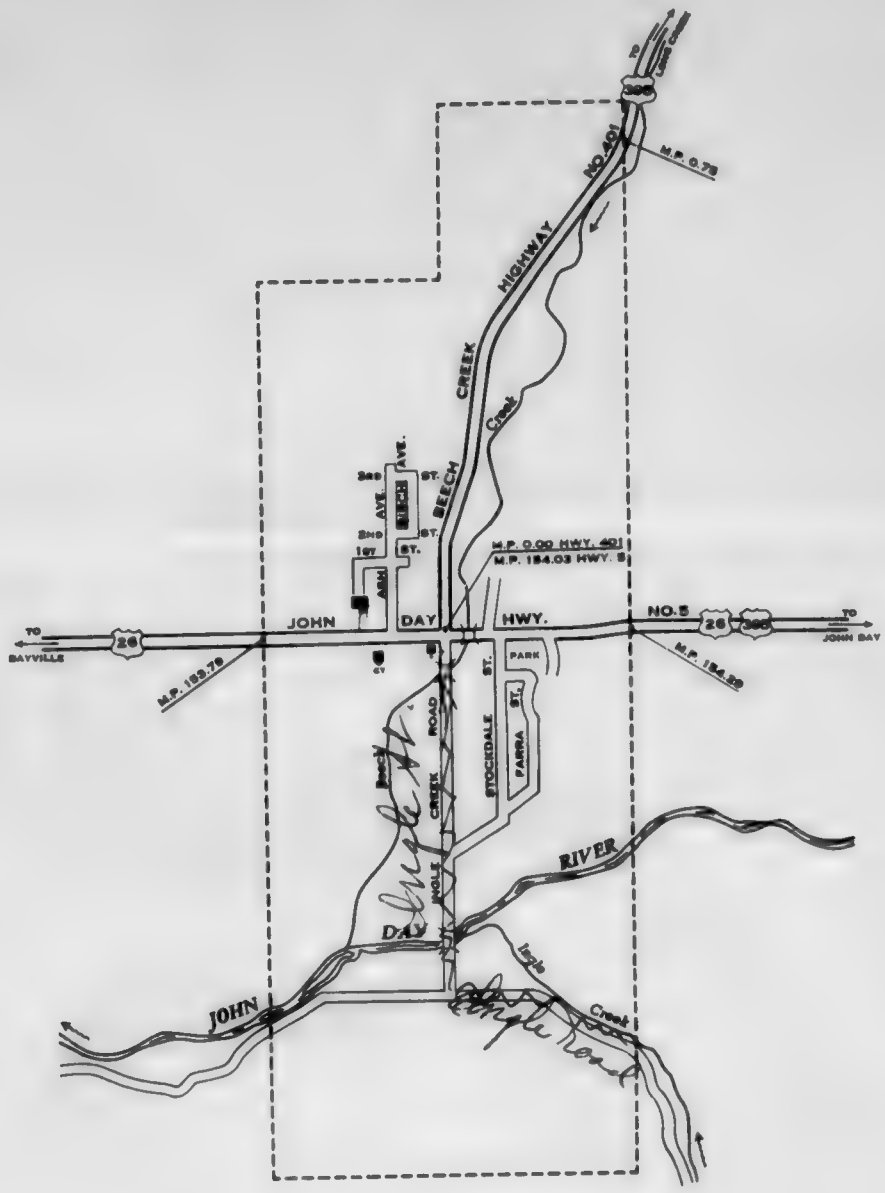
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Mt Vernon at a regular or special meeting of said Council, held on the 7 day of June, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8 day of June, 1966

Dolores De Souza
City Recorder

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN



N

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 28

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

MT. VERNON

GRANT COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 502

Scale in Feet

November 1, 1960

12-8330 Vance Crk.-Poison Crk. Sec. of 1967
John Day-Burns Hwy. (Rock Prod.)
#7027

RECEIVED
OCT 23 1967
FOR FILING

12-8330
7027

October 20, 1967

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California 94118

Gentlemen:

Contract No. 7027 awarded to C. B. Construction Company for rock production on the Vance Creek-Poison Creek Section of the John Day-Burns Highway in Grant and Harney Counties was completed on August 31, 1967, and accepted by the Highway Commission on October 19, 1967.

Final payment in the amount of $1,970.00 will be released to the contractor after October 27, 1967. The total contract amount is $38,958.60 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cmery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc C. B. Construction Company
22 West Alder
Walla Walla, Washington 99362

E. A. Valentine
1209 S.W. 6th Avenue
Portland, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
OCT 19 1967
FOR FILING
12-8330
7027

October 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 31, 1967, on Contract No. 7027. The contract was with C. B. Construction Company and was for rock production on the Vance Creek-Poison Creek section of the John Day-Burns Highway in Grant and Harney Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 19, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Matson
F. D. Morgan
L. H. Young

srb Afn F. Parson

12-8330 C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Vance Cr. - Poison Cr.		WEEK ENDING: September 8, 1967
		SECTION PREFIX: 12 - 8330
HIGHWAY: John Day - Burns		COUNTY: Grant - Harney
NAME OF JOB: Vance Cr. - Poison Cr.	KIND OF WORK: Rock Production	
CONTRACTOR: C.B. Construction Company	CONTRACT NUMBER: 7027	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: July 24, 1967	ESTIMATED COMPLETION DATE: August ~~2~~ 31, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: October 31, 1967	PERCENT OF TIME ELAPSED: 51%
PROJECT AUTHORIZATION: $44,325.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $41,173.00	ENGINEERING AUTHORIZATION: $3,125.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $38,958.60	ENGINEERING COST TO DATE: $1,728.65	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN -5.38%	PERCENT OF AUTHORIZATION: 55%	DATE PROJECT WAS COMPLETED: August 31, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD. 100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					10,000		
TOTAL QUANTITIES CORRECTED TO DATE					9,859		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					9,859		
AVERAGE DAILY QUANTITIES					1,000		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Ptly. Cloudy			
MONDAY	Ptly. Cloudy			
TUESDAY	Ptly. Cloudy			
WEDNESDAY	Ptly. Cloudy			
THURSDAY	Ptly. Cloudy			
FRIDAY	Ptly. Cloudy			
SATURDAY	Ptly. Cloudy			

Routing

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	Contractor moving equipment.
TUESDAY	Contractor moving equipment.
WEDNESDAY	Contractor moving equipment.
THURSDAY	Contractor moving equipment.
FRIDAY	Contractor moving equipment.
SATURDAY	No activity.

REMARKS

Contractor moving out equipment expects to be completed by 9/15/67.

Semi-final estimate mailed to Division Office 9/7/67.

FINAL REPORT.

SIGNED [signature] LOCATION John Day

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FORM STR8

JUN 29 1967

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PAWLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 28, 1967

7027

C. B. Construction Company
22 West Alder
Walla Walla, Washington 99362

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 7027 for the following project:

Rock production on the Vance Creek-Poison Creek section of the John Day-Burns Highway in Grant and Harney Counties.

This award was based on your bid of $39,400.00 which was submitted to the Commission on June 22, 1967, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

13-1106 Drinkwater Pass-Malheur Co. 1967
Line Sec. of Central Ore. Hwy.
#7028 (Grad. & Pav.)

RECEIVED
NOV 15 1968
FOR FILING

13-1164

7139

November 15, 1968

Cantel of Medford, Inc.
2201 Fairbanks Avenue
Medford, Oregon 97501

Attention: Shirley Miller
Office Manager

Gentlemen:

Thank you for your letter of November 13 advising us that your claim against Babler Bros., has been settled in full in the amount of $350.

Our records indicate this is in reference to the Babler Bros., Inc., Contract No. 7028 for grading and paving on the Drinkwater Pass-Malheur County Line Section of the Central Oregon Highway in Harney County.

We will advise all interested parties of the receipt of your letter.

Very truly yours,

Floyd Ousley, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Babler Bros., Inc.
The Travelers Indemnity Company
Walter E. Ange Insurance Agency

Commissioners

CWH:fkn

NOTED ON CARD
11-15-68

CANTEL OF MEDFORD
SPECIALIZING IN TRAFFIC CONTROL DEVICES
1585 ROBERTS ROAD MEDFORD, OREGON 97501
TELEPHONE AREA CODE (503) 773-2765

November 13, 1968

Mr. Floyd Query, Secretary
Oregon State Highway Commission

Re; Babler Bros
Account
#7028

Dear Sir;

In reference to our letter of May 27, 1968 concerning the Babler Bros. account, we would like to inform you that this account has been paid.

In a conference held recently between Mr. Lloyd Babler Jr. and myself , we found that there had been a definite misunderstanding between both parties concerned, mostly due to the misinterpetation of terminology.

We settled in full for $350.00 which satisfied both parties.

Our business association has not been marred by this experience.

Yours Sincerely,
Shirley Miller
Shirley Miller
Office Mgr.

NOTED ON CARD
11-15-68

NOTED
EQUIPMENT MEETS NATIONAL STD.
C. W. HEAD

RECEIVED
NOV 14 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 5 - 1968
FOR FILING
File # 4387
FILED
JUN 5 1968
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JUN 5 8:22 AM '68
CLAY MYERS
SECRETARY OF STATE

GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 4, 1968

7025

Cantel of Medford
2201 Fairbanks Avenue
Medford, Oregon 97501

Attention: Mr. Bill Miller, Manager

NOTED ON CARD
wlw

Gentlemen:

This is to acknowledge receipt of your letter of May 27 informing us that Babler Brothers owes you for barricade rental in the amount of $440.75.

From the description given in your letter, this appears to be in connection with the Babler Brothers, Inc., Contract No. 7028 for grading and paving on the Drinkwater Pass-Malheur County Line Section of the Central Oregon Highway in Harney County.

The Travelers Indemnity Company through Walter B. Ango Insurance Agency, Equitable Building, Portland, furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN - 6 1968
OREGON
STATE HIGHWAY COMMISSION

cc: The Travelers Indemnity Company
Walter B. Ango Insurance Agency
Babler Bros., Inc.
Commissioners
Job. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

CANTEL OF MEDFORD
SPECIALIZING IN TRAFFIC CONTROL DEVICES
~~1505 ROBERTS ROAD~~
2201 Fairbanks Ave.
MEDFORD, OREGON 97501
TELEPHONE AREA CODE (503) 773-2765

Fiannce Dept.
State Highway Dept.
Salem, Oregon

5/27/38

Sirs;

#7626

This letter is in regard to the work that was done for you by Babler Bros. of Portland last year near Burns, Oregon.

They rented (40) Barricades from us that was used on that job. We delivered them without charge for delivery.

The total amount due us for that rental is $440.75. However, they refuse to pay this amount on the grounds that they did not use the barricades throughout the entire job.

We made no agreement to let them keep their own time on these units. It is not our policy to rent our equipment out on this basis unless the lessee is a city or state dept.

Could you send us a form if you are holding any monies due them for this job? If not, please send us the name of their bonding company.

Your cooperation is appreciated.

Sincerely,

Bill Miller
Manager

BM/sm

EQUIPMENT MEETS REQUIREMENTS

RECEIVED
APR 26 1968

13-1106
1628

April 25, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed December 6, 1967, on Contract No. 7028. The contract was with Bahler Bros., Inc., and was for grading and paving on the Drinkwater Pass-Malheur County Line Section of the Central Oregon Highway in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective as of this date.

This matter will be on the agenda for confirmation at the May 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

srb jes

RECEIVED
APR 26 1968

13-1106
7028

April 25, 1968

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 7028 awarded to Bahler Bros., Inc., for grading and paving on the Drinkwater Pass-Malheur County Line Section of the Central Oregon Highway in Harney County was completed on December 6, 1967, and accepted by the Highway Commission on April 25, 1968.

Final payment in the amount of $22,223.53 will be released to the contractor after May 2, 1968. The total contract amount is $469,053.37 including $7,094.59 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

cc Bahler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Walter B. Ange Insurance Agency
Equitable Building
Portland, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

13-1106

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Drinkwater Pass - Malheur County Line		WEEK ENDING: February 24, 1968
		SECTION PREFIX: 13-1106
HIGHWAY: Central Oregon		COUNTY: Harney
NAME OF JOB: Drinkwater Pass - Malheur County Line	KIND OF WORK: Grading and Paving	
CONTRACTOR: Babler Bros. Inc.	CONTRACT NUMBER: 7028	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: July 19, 1967	ESTIMATED COMPLETION DATE: December 6, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN / SUPERVISION.	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 127	CALENDAR DAYS USED 143
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 113
PROJECT AUTHORIZATION: $ 504,641.81		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 468,756.17	ENGINEERING AUTHORIZATION $ 35,885.64	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 469,053.37	This week ENGINEERING 525.00 COST TO DATE $ 52,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN 0.1 %	PERCENT OF AUTHORIZATION 146 %	DATE PROJECT WAS COMPLETED: 12/6/67 Semi final submitted 2/21/68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.83	3.83			3.83
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.83	3.83			3.83
TOTAL ESTIMATED QUANTITIES (CONTRACT)	130,000 c.y.	35,600 ton	6,000 cy		21,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	146,577 cy	31,000 ton	5,600 cy		20,882 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	146,577 cy	31,000 ton	5,600 cy		20,882 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Rain			
FRIDAY	Rain			
SATURDAY	Rain			

Routing
Decker
Bond
Barbee
Walker
Glenn
Swan
Scott
Wells
Litchfield
Olson

RECEIVED
1968
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate along with supporting data completed and taken into Division office in La Grande Wednesday of this week.

This will be the final report on this project.

SIGNED P. J. Burnett LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP**Z1B

FEB 19 1968
FOR FILING
13-1106
11-19

January 24, 1968

#11

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission at its meeting on January 23 considered your request for an extension of time on Contract No. 7028 on the Drinkwater Pass-Malheur County Line Section of the Central Oregon Highway in Harney County.

After considering the recommendation of the Engineer and other available information, the Commission granted you a 12-calendar day extension.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc A. F. Parsen
P. F. Burnett
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 15, 1968

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Drinkwater Pass-Malheur County Line
Central Oregon Highway
Contract 7028

We have received from Babler Bros., Inc., contractor on the subject contract, the attached request for an increase of 21 calendar days. The contractor's request is based on work added to the contract involving guard rail.

This contract did not originally include any guard rail work. The guard rail was added to the contract by Price Agreement No. 1 to more nearly conform to current safety standards. The final cost of the guard rail was $35,843.50 which is 8% of the original contract amount. On a time-money basis this would represent justification for an increase of 9 calendar days. Since this was a completely new item added at a late stage, we do not believe the time-money relationship is valid.

The guard rail subcontractor started on November 14, and completed the guard rail on December 6, which is the completion date for the project. The contract paving work was not completed until November 22. In addition to the guard rail work, the contractor had approximately 500 yards of maintenance material to produce, guide posts to install, and cleanup. We believe this original contract work would have normally required no more than 2 days to complete.

In addition to the guard rail work, it appears that the major reason the contract was not completed within the original specified time was due to a delay in starting the contract paving. Attached is a progress chart which shows that the contract paving did not start until after the specified calendar days had expired. This delay was caused by the contractor's paving plant being used on another project. The contractor cooperated in negotiating justifiable prices for the guard rail work and getting it accomplished at a late stage of the contract, but we are compelled to keep its influence on completion in proper perspective. We recommend that all of the time between the completion of the contract paving and the final completion date, less 2 days for cleanup, or 12 calendar days be granted.

This is a State contract which was completed December 6, 1967. Liquidated damages amounting to $2,800.00 have been assessed against this project,

based on the 28 calendar days overrun at $100.00 per day. Our recommended extension will reduce the liquidated damages to $1,600.00.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

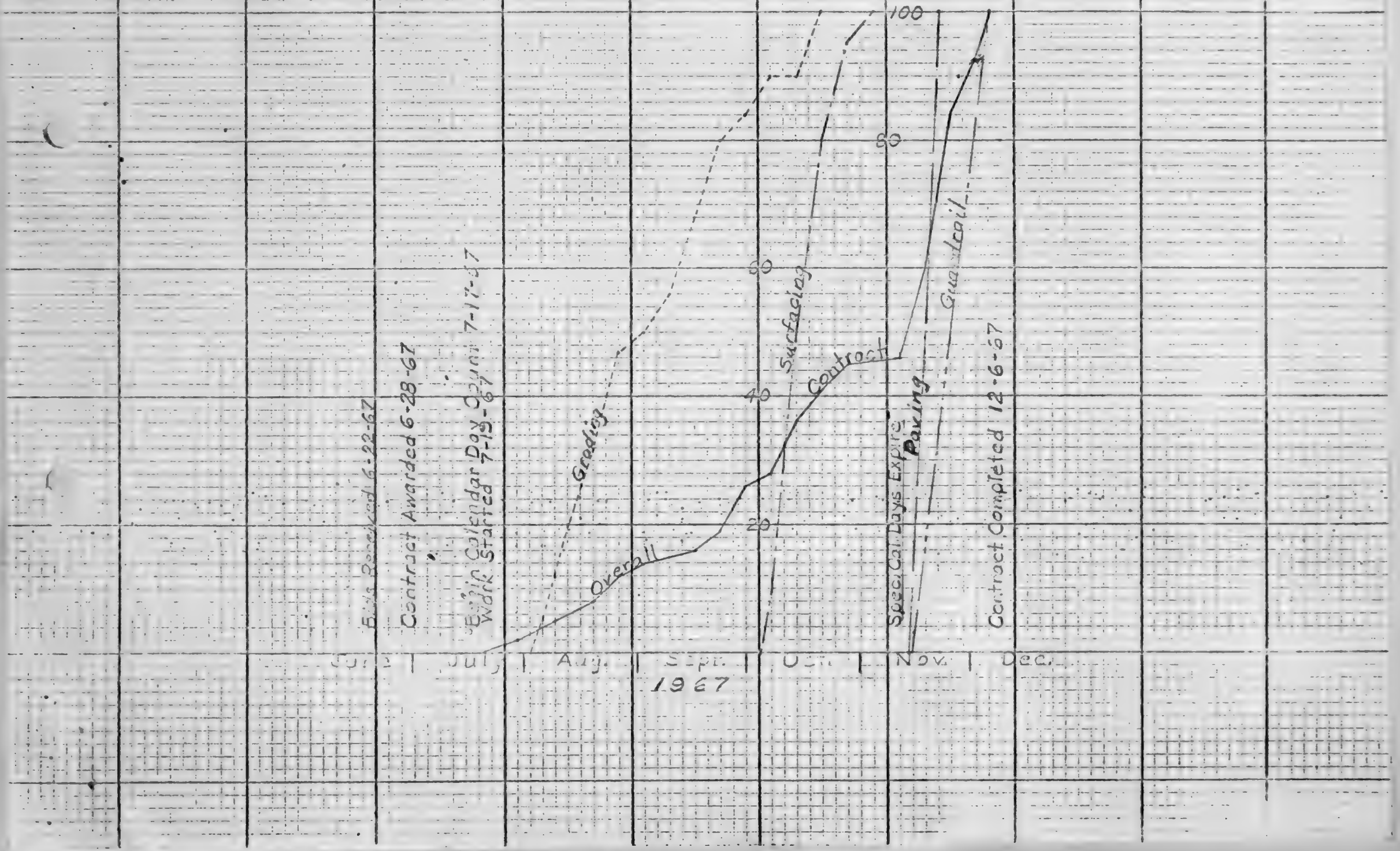
John A. Bond
Staff Assistant

JAB-DES:nn

Encs.

cc: L. H. Young

DRINKWATER PASS - MALHEUR CO. LINE
CENTRAL OREGON HIGHWAY
Contract 7028
Progress Chart



RECEIVED
JAN 19 1968
FOR FILING

13-1106

7028

January 18, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 31
January 23, 1968 meeting

Gentlemen:

Babler Bros., Inc., contractor on the Drinkwater Pass-Malheur County Line Section of the Central Oregon Highway in Harney County, Contract No. 7028 (a State project) has requested an increase of 21 calendar days. The contractor's request is based on work added to the contract involving guardrail.

The contract originally did not include any guardrail. The guardrail was added to make this project conform to current safety standards. Virtually all of the original contract work was completed November 22, 1967. The remaining work (guideposts, a minor amount of maintenance material and cleanup) could normally have been expected to require two days to complete. The only work involved other than this was the guardrail and the entire project was completed December 6, 1967. This additional work justifies a 12-calendar day extension.

I recommend that the calendar days be increased by 12 which will reduce the liquidated damages to $1,600.

This matter will be on the agenda for your consideration at the January 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure
cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:NN:jes

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7028 Contractor Babler Bros., Inc.

Highway Central Oregon

Section Drinkwater Pass-Malheur Co. Line

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

~~Denial xxxxx Recommend granting of two days additional xxxx~~ See attached letter.

Guard rail work added to the contract justifies an increase of 12 calendar days.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7028
Project designation	State / State-Federal
Date awarded	6/28/67
Work started	7/19/67
Per cent completed	100% 12/6/67 Date
No. of ~~Workdays~~ calendar days Allowed	115
No. of ~~Workdays~~ calendar days Used	143
No. of Added ~~Workdays~~ Calendar Days Requested	12

SP*6506-734

E-336 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Nov. 15, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 115 days to 136 days, within which to complete our Contract No. 7028, without the assessment of liquidated damages. The said contract is described as follows:

Grading and Paving, Drinkwater Pass-Malheur County Line Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer attached copy of our letter of November 6, 1967 directed to the attention of Mr. P. F. Burnett, Resident Engineer.

Respectfully submitted,

Babler Bros., Inc.
Contractor

By Lloyd Babler, Jr.

CONSENT OF SURETY

Date Nov. 16, 19 67

We, THE TRAVELERS INDEMNITY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard W. Merrill
Attorney-in-fact

(SEAL)

Walter B. Ango, Jr.
Resident Agent

Walter B. Ango, Jr.

BABLER BROS., INC.

GENERAL CONTRACTORS

4617 S. E. MILWAUKIE AVE.

PORTLAND, OREGON 97202

PHONE 232-8677

LLOYD BABLER
PRESIDENT

RICHARD BABLER
VICE PRESIDENT

JAS. A. POLLOCK
SECRETARY-TREASURER

November 6, 1967

Oregon State Highway Department
3280 E. Idaho Avenue
Ontario, Oregon 97914

Attention Mr. P. F. Burnett
Resident Engineer

Dear Mr. Burnett:

Subject: Drinkwater Pass-Malheur County Line Section
Grading and Paving
Contract No. 7028

Under this contract all work is to be completed in its entirety before the lapse of 115 calendar days, which date will be Thursday, November 9, 1967.

On September 29, 1967 we were asked for a price to install about 10,000 lineal feet of guardrail, which was not an original bid item of this contract. After prices were obtained and final price negotiated, a subcontract was given to Hoaglin Construction Company on October 23, 1967. As stated in the subcontract they were to begin work approximately November 6, 1967, and complete work approximately November 24, 1967. However, a further delay is being experienced due to material shortages.

We hereby request a 21-calendar day extension of time from the day Hoaglin begins work on the guardrail. It is expected that Hoaglin's work will begin November 15, 1967; the extension of time would begin no later than that date.

Respectfully submitted,

BABLER BROS., INC.

_____

Lloyd Babler, Jr.

LB,Jr.:rar

RECEIVED
NOV 9 - 1967
FOR FILING

13-1106

3127

November 8, 1967

Dwight H. Findley, M. D.
737 Stevens Street
Medford, Oregon 97501

Dear Dr. Findley:

This will acknowledge your letter of October 30 calling our attention to the tire problems encountered by yourself and others while traveling through the Drinkwater Pass-Malheur County Line construction project between Burns and Ontario, Oregon.

First, may we express our sincere regret concerning your unfortunate experience and assure you that consideration for the traveling public as to its safety and convenience is of prime importance to this Department. We have in the past and will continue to do our best to keep such experiences as yours from occurring.

Our engineers report that the freshly placed oil surface outside the old pavement had not completely cured and hardened. There remained some excess, loose rock on the surface when rains occurred. These rains not only increased the difficulty of removal of excess materials, which are prevalent in all oiling procedures, but also greatly increased the ability of sharp rocks to penetrate tires. This situation unquestionably caused the abnormal tire problems encountered.

Our specifications and contract agreements place the responsibility for damage occurring due to the contract construction work on the contractor. The contractor on this project is Babler Brothers, Inc., 4617 S. E. Milwaukie Avenue, Portland, Oregon 97202.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
A. F. Parson
P. F. Burnett

JHW:fw srb

cc: Babler Brothers, Inc.

DWIGHT H. FINDLEY, M. D. - ~~MERLE E. FOLAND, M. D.~~
PHYSICIANS AND SURGEONS
PHYSICIANS AND SURGEONS BUILDING 7 MYRTLE STREET
MEDFORD, OREGON

737 Stevens St.

30 Oct 1967

Mr. Tom Edwards
Oregon State Highway Dept.

Dear Mr. Edwards:

On Friday Oct 27 at about 11 30 A.M. I was coming from Antelope Oregon to Bend — about 39 miles before reaching Bend I came upon signs saying fresh oil — reduce speed to 35 miles an hour which I did. Less than a mile from the end of the fresh oil I passed many cars along the highway that were pulled over to the side of the road & the drivers of one of them motioned to the tires on my trailer. On stopping I found one trailer tire nearly blown to pieces and while standing there I could hear the air escaping from one of the rear tires on the car, Within sight were three other cars with flat tires — one had 3 flats on his car. After taking the loose trailer tire off & changing the flat on the car I had to drive 12 miles toward Bend to a standard station where I had to replace

DWIGHT H. FINDLEY, M. D. - MERLE E. FOLAND, M. D.
PHYSICIANS AND SURGEONS
PHYSICIANS AND SURGEONS BUILDING 7 MYRTLE STREET
MEDFORD, OREGON

as nearly new extra duty truck tire and repair a nearly new double Eagle car tire. Reason sharp long pieces of hard stone which had penetrated the heavy tires. They had already sold 12 new tires at the standard station and while I was there their pick up came in with as many tires to repair or replace as it could carry.

I think either the State Highway Department or sub contractor of the work was contracted out should be held responsible for every crushed stone of improper consistency to cause such wholesale tire destruction. The $65 cost of new tire & repair was not as important to me as the delay in keeping an appointment was. Also I have just replaced the other tire for my car (15 x 8.25 - double Eagle - good year) which cost $61.02 at dealer cost price. A State Police car stopped by and stated that he had counted over 50 cars in a 2 mile area at either end of the crushed rock area. My local good year dealer stated that this had happened before in that S. eastern Oregon area. I am

I would appreciate a reply to this and your opinion as to where the fault is and who should be responsible for the damage,

Sincerely

Dwight H. Findley

703 Stevens St.

Medford, Oregon

RECEIVED
NOV 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

P.S. Sgt. Wm J. Calbert of the State Police here suggested that I write to you

D.H.F.

RECEIVED
NOV 8 - 1967
FOR FILING

13-1106
128

2049

November 8, 1967

Mr. Paul Douglass
Box 635
Bandon, Oregon

Dear Mr. Douglass:

This will acknowledge your letter of October 30 calling our attention to the tire problems encountered by yourself and others while traveling through the Drinkwater Pass-Malheur County Line construction project between Burns and Ontario, Oregon.

First, may we express our sincere regret concerning your unfortunate experience and assure you that consideration for the traveling public as to its safety and convenience is of prime importance to this Department. We have in the past and will continue to do our best to keep such experiences as yours from occurring.

Our engineers report that the freshly placed oil surface outside the old pavement had not completely cured and hardened. There remained some excess, loose rock on the surface when rains occurred. These rains not only increased the difficulty of removal of excess materials, which are prevalent in all oiling procedures, but also greatly increased the ability of sharp rocks to penetrate tires. This situation unquestionably caused the abnormal tire problems encountered.

Our specifications and contract agreements place the responsibility for damage occurring due to the contract construction work on the contractor. The contractor on this project is Babler Brothers, Inc., 4617 S. E. Milwaukie Avenue, Portland, Oregon 97202.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. F. Parson
P. F. Burnett

JHW:fw srb

cc: Babler Brothers, Inc.

LRW LAG 13 17

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
NOV 3 1967
CONSTRUCTION
DIVISION

Pass
Morelock
Trout
Scott
Wills
Litchfield
Olson

LRW LAG 13 11-1-67 450 P

KLABOE

RE UR INQUIRY ABOUT TIRE DAMAGE DRINKWATER PASS-MALHEUR CO LINE SECTION. PROJECT HAD LOOSE ROCK ADJACEN T TO EXISTING OIL UNTIL PRIME SHOT LAST WED AND THURS AFTER WHICH ONLY LOOSE ROCK WAS REMENANT OF BINDER COVER MATERIAL. AGGREGATE CAME FROM QUARRY NEAR COUNTY LINE AND IS HARD BASALT WHICH WHEN WET WOULD CUT TIRES. RES ENGR HAD HAD ONE COMPLAINT FROM TRAILER HAULING CO IN BOISE WHO HAD LOST 6 TIRES AND WERE CONCERNED AS TO LENGTH OF TIME CONDITION WOULD CONTINUE. RES ENGR DISCUSSED PROBLEM WITH LT HAYNES, OSP WHO WAS THROUGH PROJECT SHORTLY BEFORE NOON FRIDAY. WHILE HE WAS IN JUNTURA THE TEXACO STA OWNER TOLD HIM HE HAD REPAIRED 14 TIRES THAT AM AND THAT STD OIL STATION HAD REPAIRED AS MANY OR MORE. WHEN LT HAYNES DROVE THROUGH PROJECT HE MET TWO CARS EAST OF JOB WITH FLAT TIRES AND THERE WERE FOUR TRAILERS AND SIX CARS WITH ONE OR MORE FLATS ON PROJECT. CONTRACTOR BROOMED ALL OF EXCESS ROCK OFF ROADWAY MNXXX MONDAY AND WORD WE RECEIVED IS THAT THERE HASNT BEEN AN APPRECIABLE NUMBER OF FLATS SINCE. ROADWAY WILL BE CHECKED AGAIN EARLY TOMORROW AND REBROOMED IF NECESSARY. A F PARSON WENT TO BURNS MONDAY TO CK ON FIRE DAMAGE TO MAINT STA. HE MAY HAVE FURTHER REPORT FROM BURNS WHEN HE RETURNS.

COULTER
DJ
3
4.

copy to Edel
copy MK

RECEIVED
NOV 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
BY SECRETARY

Oct 30, 1967

6295

Bandon, oregon

OCT 31 67

RECEIVED
OCT 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Sirs

Friday night, oct 27, was a very hectic for my family + I. We believe you are involved. It was not only hectic but expensive.

We came on the "Stinking water" pass on highway 20 between Vale + Burns and encountered road resurface just before we came to the pass. In the pouring down rain we had 2 flat tires on the rear at the same time. With one spare and 40 miles from Burns this was serious. How are you involved?

The rock put on the surface for repair was crushed as sharp as knife blades and no fine gravel to mix with the tar. The rear tires were cut thru many places + just a "ball of tar".

We were not the only ones having trouble. Trailor houses, Cars and utility trailors were everywhere on the road and parked. Some not able to even pull themselves off the pavement because of flat tires. Service stations in Burns we filled with customers getting their tires repaired.

The State patolman was very very good and we were greatly helped by the use of his spare tire. The State

Patrolman was so busy I did not find out his name but he was making 40 mile trips each way with wheels & tires for some of the people.

I put on my one spare and ran the other tire flat thinking we could find a station. Listed below is what this cost me plus 5 hours of working in the rain and bad temp.

			Total
2 tires.	@	25.58	51.16
1 wheel		14.75	14.75
1 hub cap		4.26	4.26
Repair one tire		1.50	1.50
			$71.67

Whoever was incharge of this resurface operation surely weren't competent men. I believe you are responsible for the above amount because the road was not marked. no warning could have avoided the problem.

If this problem has not been corrected by now I feel sorry for the many unsuspecting people traveling that road.

May I hear from you

Sincerely Yours

Paul Doug Cass
Box 635
Bandon, oregon.

RECEIVED
OCT 31 1967
OREGON
STATE HIGHWAY COMMISSION

as closed or dangerous.

RECEIVED
JUN 30 1967

FORM E-18

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

12-1104
7028

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 28, 1967

Rahler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 7028 for the following project:

Grading and paving on Drinkwater Pass-Malheur County Line Section of the Central Oregon Highway in Harney County.

This award was based on your bid of $444,470.50 which was submitted to the Commission on June 22, 1967 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhs

cc Frank Morgan
L.H. Young
C.D. Matthis (SIAC)
I. D. Merchant

I-80N-2(37) Mult. Co. Line-E. Cascade 1967
39 Locks Sec. of Col. R. Hwy.
#7029 (Paving)

STATE OF OREGON

INTER OFFICE MEMO

TO: MEMO TO THE FILES

DATE: January 6, 1981

FROM: Lyle K. Watson
Final Design Supervisor

SUBJECT: West Cascade Locks Interchange
Multnomah County Line-E. Cascade Locks
Columbia River Highway
Hood River County

NOTED
E. S. HUNTER

A review of the contract plans was made as to construction and the standards current at the time of contracting on this section.

In December 1960, a grading, paving, structure, and signing project, Contract No. 5829, File No. 7V-19, was contracted. Plan Sheet No. 5, "Revised As Constructed" shows the guardrail installation on the eastbound lanes at the West Cascade Locks Interchange.

The "Guard Rail and Median Barrier", Drawing No. 2094, of the standard drawings dated May 1958, revised 2-1-60, was the standard drawing included in this contract.

In June 1967, a paving project, Contract No. 7029, File No. 9V-214, was contracted. On Sheet 2B a construction table "Salvage and Reinstall Guard Rail (Add Blocks)" shows the guardrail revisions by stations in this area. The standard drawing "Guardrail" No. 2094, dated November 1964, Rev. 11-1-66, was the standard drawing included in this contract. The "Revised As Constructed" plans, File No. 9V-214, had Plan Sheets 3 through 5 added to indicate the work completed under this contract.

In September 1974, a grading, paving, guardrail, and concrete barrier project, Contract No. 7952, File No. 11V-163, titled Multnomah Falls-John Day River Section was contracted. The Multnomah County Line-E. Cascade Locks Section was a no work area and not included in Contract No. 7952.

RECEIVED
TECHNICAL SERVICE
JAN 12'81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

LKW:ab
cc: E. S. Hunter
E. L. Hardt

Contains Recycled

RECEIVED
NOV 4 - 1968
FOR FILING

I-80N-2(57)21
7029

November 1, 1968

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $1,101.65 will be made to Dorman Construction Company on Contract No. 7029 for paving the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County as soon as the warrant is prepared.

The total amount paid on this contract will be $530,147.08 including the post-final payment. Of the total $14,422.62 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Dorman Construction Company
2618 East 1st Street
Vancouver, Washington 98661

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

C. H. Maison
Attn: John Herr

RECEIVED
OCT 11 1968
FOR FILING

I-80N-2(37)=7
7029

October 10, 1968

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $4,500 will be made to Dorman Construction Company on Contract No. 7029 for paving the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County, as soon as the warrant is prepared.

The total amount paid on this contract will be $529,045.43 including the post-final payment. Of the total $14,422.62 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Dorman Construction Co.
2818 East 1st Street
Vancouver, Washington 98661

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

C. H. Maison
Attn: John Herr

RECEIVED
NOV 13 1968
FOR FILING

I-80N-2(37)37
-1( ) 1

#2

October 2, 1968

Dorman Construction Company
2618 East 1st Street
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission at its meeting on October 1 considered your request for an extension of time on Contract No. 7029 on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County.

After careful consideration, the Commission granted you a 30-calendar day extension of time.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. W. Rulien
Willard Scofield
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage St. NE. - Salem OR 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 18, 1968

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(37)39
Multnomah County Line - E. Cascade Locks Section
Columbia River Highway
Request for Concurrence in Time Extension

We have reviewed Mr. Klaboe's letter of September 16, 1968 setting forth the circumstances surrounding the request of Dorman Construction Company for time extension due to changes in guardrail.

It seems to be well established that the responsibility for the extra time in placement of guardrail lies with the contracting agency and that an extension is justified.

We hereby concur in an extension of 30 days for the reasons presented in Mr. Klaboe's letter.

9-19-68
REFERRED TO
Morgan - Bauer - Young
BY ASST. STATE HWY. ENGR
NOTE:
F. B. KLABOE

RECEIVED
SEP 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OLSON - CAMPBELL, INC.
General Contractors

ROUTE 1 BOX 391
HILLSBORO, OREGON 97123
648-6901

January 15, 1968

Dorman Construction Co.
2818 East First St.
Vancouver, Washington 98661

Re: OSHD Contract No. 7029
Mult. Co. Line - E. Cascade Locks Sec.

Gentlemen:

Our portion of this project, except for painting, was completed as of December 15, 1967. It has been verbally accepted by the resident engineer. The painting is to be done as soon as the weather is favorable.

We realize the completion date was beyond the original contract time limit and cite the following changed conditions to support a request for extra time in accordance with Article 8.8 of the standard specifications:

1. E.W.O. #3 - Our crew removed and stockpiled the existing median barrier posts on the West Cascade Locks o'xing. This work was to be done by others per the special provisions.

   Extra time requested ½ day

2. E.W.O. #6 - Thirteen Concrete anchored terminals were deleted. In lieu thereof, the rail was terminated in a cutbank wherever possible, with the end posts buried. Otherwise termination was made with a standard flare. To terminate in cutbanks required a considerable amount of additional rail and in both cases extra posts at 3'1½" spacing were added to both ends of the run. Our crew worked from 11-27-67 to 12-15-67 installing this extra rail, modified terminals, posts at 3'1½" spacing and backfilling.

   Extra time requested 18 days

3. E.W.O. #7 - Replacing obsolete guide posts at the East Cascade Locks interchange.

Extra time requested ½ day

4. Due to fire danger caused by the extremely dry weather our guard rail installation on the shoulders was halted by the U. S. Forest Service on Sept. 1, 1967. We were not allowed to proceed with our work until Sept. 11, 1967.

Extra time requested (10) days
Allowed 5

5. From Sta. 1816+63 to Sta. 1920+51 the existing median barrier posts were raised and the extra posts set according to the plans, specifications and engineers directions. This was completed prior to the time for placing the final lift which was in agreement with the standard specifications and special instructions outlined during the pre-construction conference on July 13, 1967. Subsequent to the time these posts were raised and set a decision was made to greatly increase the thickness of the final lift in certain areas. This caused the posts to be 3 to 5 inches below required grade in those areas. On September 18, 1967 I met with Mr. Scofield on the job and discussed the re-raising of the median barrier posts. At that time it was felt that only 2 or 3 short areas would need raising. I was to get together with the inspector and measure to see how much actually needed raising. We discussed compensation for raising the posts a second time, based on bid price(Item #22) or force account. I favored the bid price while Mr. Scofield favored payment on a force account basis. On September 28, 1967 I met with the inspector to check the grade and begin raising posts. We marked for raising the areas from Sta. 1816+63 to approximately Sta. 1841+63 and approximately Sta. 1867+00 to Sta. 1870+00. The required distance to raise the posts was a reasonably uniform 3 to 4 inches. On September 28, we worked four men and an auger for ½ day raising the posts in the area of Sta. 1867+00 to Sta. 1870+00. (300 LF). On October 28, 1967, four men and the auger started raising the posts beginning at Sta. 1841+63 and worked west. (9 hours). The same crew worked 4 hours on November 11; 6 hours on November 15 and 4 hous on November 18, 1967.

Extra time requested 3½ days

6. About December 13, 1967 we were informed that a run of 150' of guard rail was required starting at the East Cascade Locks o'xing, Sta. 1963+86.5 to 1965+36.5. As most of our tools and equipment had been removed we had to make a special move in with some equipment.

Extra time requested 1½ days

7. Due to the aforementioned delays and changes the time for painting was delayed so late in the year that foul weather made it impossible to complete. We therefore request enough time when faborable weather conditions return to complete the painting.

Extra time requested 6 days

We ask that you review these items and make a formal request to the state for a time extension at the time and in the manner you feel will be most effective. Please call if we can be of any help in this matter.

35 days

Very truly yours,

OLSON-CAMPBELL, INC.

C. H. Olson

CO:bj

RECEIVED
SEP 20 1968
FOR FILING

September 19, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 2
October 1, 1968 meeting

Gentlemen:

Dorman Construction Company, contractor on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway (I-80N) in Hood River County, Contract No. 7029, has requested a 35-calendar day extension of the contract time. The request is based on changes and additions to the guardrail work and an interruption of the contract work due to forest closure during the high forest fire hazard period in September 1967. Three change orders relating to the guardrail work were necessary relatively late in the contract time in order to comply with the latest safety practices.

An ordered stop-work period during which no contract time accrued was in effect from September 1 to September 6 during a complete forest closure of the work area. The work was curtailed for an additional five days when the forest closure was only partially lifted and contract time accrued.

All the regular contract work was completed when the specified contract days expired in the late fall of 1967. After an ordered winter shut down, the guardrail painting was completed June 6, 1968, which completed the project with 30 days liquidated damages accrued.

The reasons discussed above justify a time extension for 30 days which would delete all liquidated damages. This is a Federal-aid Interstate project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the October 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. W. Rulien

Enc.

JAB:fw fn

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1968

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Multnomah Co. Line-East
Cascade Locks Section
Columbia River Highway
Contract No. 7029

We have received from Dorman Construction Company, contractor on the subject contract, the attached request for an increase of 35 calendar days. The contractor's request is based on work added to the contract concerning guardrail and guide posts plus a curtailment of work due to the high forest fire danger.

The contractor was required to remove and stockpile some existing median barrier posts at the West Cascade Locks Overcrossing under Extra Work Order No. 3. This work was originally planned to be done by others. The work required 1/2 day and an extension in this amount is justified.

The contractor has requested 1/2 day for time spent in replacing obsolete guide posts under Extra Work Order No. 7. This work was performed in conjunction with his regular contract work for salvaging and reinstalling guide posts and did not delay other work. We do not believe an extension is justified.

Due to extreme forest fire danger in August and September of 1967, the U. S. Forest Service stopped all contract work from September 1 to September 6. From September 6 to September 11 (when the restriction was lifted), the Forest Service allowed some work to continue but this did not include the guardrail work. No calendar days were charged against the project from September 1 to September 6, but they were charged for the period following. The completion of the contract guardrail work was affected and we believe an extension of 5 calendar days is justified.

In several areas the existing median barrier posts had to be raised and extra posts set as required by the contract plans. This work was done, but after the posts had been raised, a plan change was made to increase the thickness of the final lift of A. C. through certain areas. This required a second adjustment of the posts and the contractor worked 1/2 day on September 28, 9 hours on October 28, 4 hours on November 11, 6 hours on November 15 and 4 hours on November 18. This additional work, which was not anticipated on the plans, delayed the contractor's other guardrail work and an extension of at least 3-1 /2 days is justified.

Late in the project a change was made in the end treatment of guardrail under Extra Work Order No. 6. This work order was prepared late in the project on October 16, 1967 and required that the guardrail ends be buried in cut banks where possible to comply with what then was the latest safety standard. This work was performed after the contractor had completed all of the regular contract work. An extension of 16 calendar days, the actual time required to perform this work (November 27 to December 13, 1967), is justified.

An additional section of guardrail was added at the East Cascade Locks Overcrossing. This work was performed on December 14 and 15, and an extension of 2 is justified.

All of the regular contract work except the guardrail had been completed by November 18, 1967. The contractor completed all of the contract guardrail on November 27. The Extra Work Order No. 6 guardrail work described above was performed after this date between November 27 and December 15 and the addition of this work at this time amounts to substituting bad days for good with regard to the required guardrail painting. In fact, the weather was completely unsuitable for painting when the guardrail was completed and a stop work order was therefore issued on December 15, 1967. A resume work order was issued on June 4, 1968 and the contractor completed all of the painting work on June 6, 1968 which is the completion date for the project. An extension for these 3 calendar days is justified.

The specific time intervals discussed above total to 30 days and this makes no allowance for the influence of poorer weather late in the year.

The original contract allowed 120 calendar days in which to complete the project. When the contract was completed on June 6, 1968, 150 calendar days had been used. This represents $4,500 in liquidated damages based on $150 per day for the 30 excess days. The reasons listed above justify an increase of 30 calendar days and we so recommend. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads' Area Engineer who agrees that our reasons for granting an extension appear to be valid.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

RECEIVED
SEP 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:DES:fw
Enc.
cc L. H. Young

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7029 Contractor Dorman Construction Co.

Highway Columbia River

Section Mult. County Line - East Cascade Locks.

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

30 calendar days recommended because of changes and additions to guard rail and median barrier items and curtailment of work imposed by forest fire hazard.

Recommended for Approval:

Asst. Division Engineer

For Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

State Printing 37030

Contract No. 7029

Project designation ..... State-Federal

Date awarded June 28, 1967.

Work started July 12, 1967.

Per cent completed 100% (6-6-68). Date

No. of ~~Workdays~~ Calendar Days Allowed 120.

No. of ~~Workdays~~ Calendar Days Used 150.

No. of Added Workdays Requested 35.

E—320 (Rev.)—3M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 13, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 155 days, within which to complete our Contract No. 7029, without the assessment of liquidated damages. The said contract is described as follows: Multnomah County Line - East Cascade Locks Section, Columbia River Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See attached letter for details on extra time required on EWO's and additional days on fire closure.

Respectfully submitted,

DORMAN CONSTRUCTION COMPANY
Contractor

By Bob Dorman, President

CONSENT OF SURETY

Date FEBRUARY 13, 1968

We, GREAT AMERICAN INSURANCE COMPANY,
412 Failing Bldg., Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: Fred C. Reed
Attorney-in-fact
FRED C. REED Attorney-In-Fact
COUNTERSIGNED: WELLS-REED-WOOD-WEST Co. (SEAL)
BY: Fred C. Reed
Resident Agent

RECEIVED
SEP 16 1968
FOR FILING:
I-80N-2(37)39
7029

September 16, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension
Multnomah Co. Line-E. Cascade
Locks Section
Columbia River Highway
Project No. I-80N-2(37)39

We have received from Dorman Construction Company, contractor on the subject project, a request for a 35-calendar-day extension of the contract time. The contractor's request is based basically on changes and additions to the guardrail work and curtailment of the work during a forest closure due to fire danger.

Several changes relating to the guardrail or median barrier items were made under the contract. The nature of these changes and the contract time attributable to each are discussed separately as follows:

The contractor was required to remove and stockpile some existing median barrier posts at the West Cascade Locks Overcrossing under Extra Work Order No. 3. It was originally planned that this work be done by others. The work required 1/2 day and an extension in this amount is justified.

In several areas the existing median barrier posts had to be raised and extra posts set as required by the contract plans. This work was done but after the posts had been raised, a plan change was made to increase the thickness of the final lift of A.C. through certain areas. This required a second adjustment of the posts, and the contractor worked 1/2 day on September 28, 9 hours on October 28, 4 hours on November 11, 6 hours on November 15 and 4 hours on November 18. This additional work, which was not anticipated on

the plans, delayed the contractor's other guardrail work and an extension of at least 3-1/2 days is justified. Payment for this work is being negotiated with the contractor.

Late in the project a change was made in the end treatment of guardrail under Extra Work Order No. 6. This work order was prepared late in the project time (October 16, 1967) and required that the guardrail ends be buried in cut banks where possible to comply with what then was the latest safety standard. This work was performed after the contractor had completed all of the regular contract work. An extension of 16 calendar days, the actual time required to perform this work (November 27 to December 13, 1967) is justified.

An additional 150-foot section of guardrail was added at the East Cascade Locks Overcrossing. This work was performed on December 14 and 15, and an extension of 2 days is justified.

Contract days accrued during the 5-day period from September 6 to September 11 when a partial work restriction which affected the guardrail work was imposed by the Forest Service. This was immediately after a complete shut down of the project from September 1 to September 6 due to fire hazard, during which a stop work order was in effect with no contract time counted.

All of the regular contract work, except the guardrail items, was completed by November 18, 1967, which is the date when the 120 calendar days allowed under the contract expired. All of the guardrail work was completed, except complete painting, by December 15, 1967. A stop work order was issued on this latter date because weather would not permit completion of the painting. This order was lifted June 4,1968, and the painting work was completed on June 6, 1968, which is the completion date of record for the project.

We believe the above reasons justify an extension of 30 calendar days which would delete all liquidated damages on this project. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

JAB:fw ms

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AUG 15 1968
FOR FILING

I-ON-2(37)59
7027

August 15, 1968

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon

Gentlemen:

Contract No. 7029 awarded to Dorman Construction Company for paving on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County was completed on June 6, 1968, and accepted by the Highway Commission on August 14, 1968.

Final payment in the amount of $26,846.11 will be released to the contractor after August 22, 1968. The total contract amount is $524,545.43 including $14,422.62 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Dorman Construction Company
2218 E. 1st Street
Vancouver, Washington 98661

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

L. H. Young
C. H. Maison
Attn: John Herr

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AUG 15 1968
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I-80N-2(37)39

7029

August 14, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 6, 1968, on Contract No. 7029. The contract was with Dorman Construction Company and was for paving on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 14, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien

I-80N-2(37)39
S4 Lm
7029

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Multnomah County Line - East Cascade Locks.	WEEK ENDING: June 15, 1968.
		SECTION PREFIX: 614-1066
	HIGHWAY: Columbia River	COUNTY: Hood River
NAME OF JOB: Mult. Co. Line - East Cascade Locks	KIND OF WORK: Pave, Guard Rail, Signing & Seeding & Mulching.	
CONTRACTOR: Dorman Construction Co.	CONTRACT NUMBER: 7029	FEDERAL AID PROJECT NUMBER: I-80N-2(37)39
DATE OF CONTRACT: June 28, 1967.	DATE WORK STARTED: July 12, 1967.	COMPLETION DATE: June 6, 1968.
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 150
	SPECIFIED COMPLETION DATE: Cal. days ended 11-18-67.	PERCENT OF TIME ELAPSED: 125
PROJECT AUTHORIZATION: $ 633,399.97	ENGINEERING AUTHORIZATION $ 45,041.77	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %
EXCLUSIVE OF ENGINEERING: $ 588,358.20		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 528,000.00	ENGINEERING COST TO DATE $ 49,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91
		DATE PROJECT WAS COMPLETED: June 6, 1968.
ESTIMATED PERCENT: UNDERRUN 9 %	PERCENT OF AUTHORIZATION 109 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Topsoil Seeding	Guard Rail
100	100	100	100	100	100	100	99

	Emb. Widen. GRADING	Shoulder SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	Intermittent	3.37			3.37
MILES PARTIALLY COMPLETED	-	-			-
MILES COMPLETED	0.2	3.37			3.37
TOTAL ESTIMATED QUANTITIES (CONTRACT)	23,000	26,100			48.100
TOTAL QUANTITIES CORRECTED TO DATE	8,500	25,000			46,700
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8,500	25,000			46,700
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	None.							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson
GEN GIFFORD

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JUN 17 1968
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	Two men are picking up celophane bags used to shield the guard rail from paint spray. B ags were around and under structures and were overlooked in the previous cleanup work.
SATURDAY	

REMARKS

The ~~constructed~~ contract work consisting of guard rail painting and A.C. pavement patching was completed on June 6, 1968. Final cleanup, consisting ~~MAIN~~ mainly of removal of the celophane bag guard rail post shields was done Friday June 7th. On Thursday, June 13th, it was reported that many bags were lodged under structure ends and missed in the previous cleanup. The contractor has 2 men on the job today, Friday, picking up these bags and going over the project looking for others.

On Wednesday, June 12, Willis Graff and Wally Bryant of BPR went over the project with me on a final inspection tour.

SIGNED W. J. Schofield LOCATION Div. I.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6988 Ends with: Contract# 7029

FLASH CARDS: Begin Each Contract

Remarks: # 7029 continues on reel 134

Reel No. 133 Reduction Ration 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 12th day of May, 1981 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Silvar Storm